

# YARDS VIE FOR NUKES

THE war of words over where RN nuclear submarines should be refitted in future has continued unabated, drawing in strong views from individual areas, including MPs, and the representations of trade unions.

As speculation has continued over the future of Devonport and Rosyth for nuclear refitting, it was made clear for the Government in December that further time was needed to assess the situation.

## Home is the sailor

Back from her final major deployment before going into a state of "extended readiness" later this year is the last of the Portsmouth-built Leanders, HMS Andromeda. In five months she has sailed the seven seas from the Baltic to the Adriatic (see page 2).

"We continue to receive from a variety of sources much detailed and important information which bears on future arrangements for the refitting and repair of Royal Navy vessels, particularly nuclear-powered submarines.

"This information has recently included a further series of proposals from the contractors at the Royal dockyards for the provision of the new dockyard facilities that will be needed to support Trident submarines.

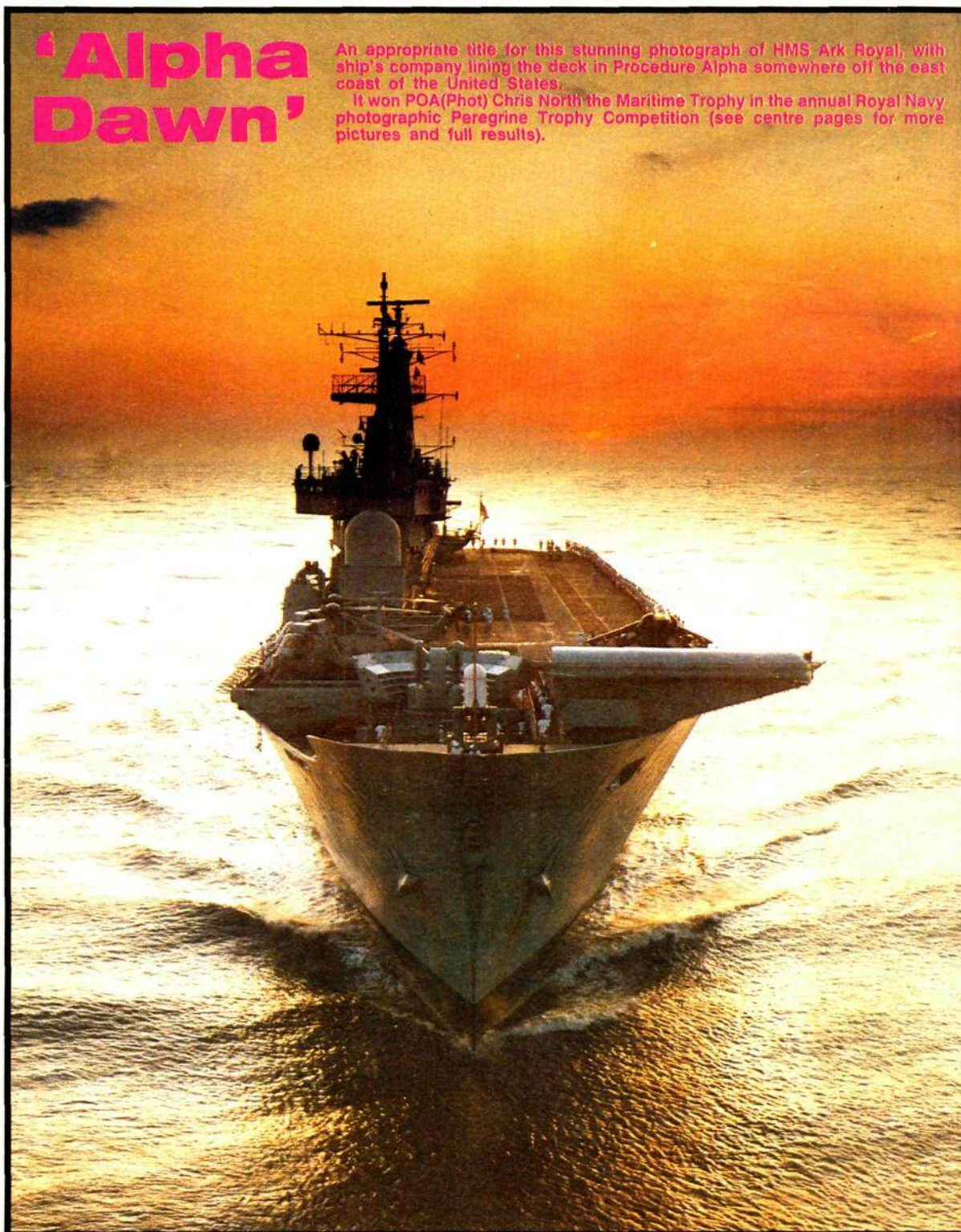
"We now expect that the need to assess properly the latest contractor proposals will preclude an announcement before the House returns after the Christmas recess, but we will make an announcement thereafter as soon as we responsibly can."



## 'Alpha Dawn'

An appropriate title for this stunning photograph of HMS Ark Royal, with ship's company lining the deck in Procedure Alpha somewhere off the east coast of the United States.

It won POA(Phot) Chris North the Maritime Trophy in the annual Royal Navy photographic Peregrine Trophy Competition (see centre pages for more pictures and full results).



# TRIPLE ENTENTE FOR FUTURE FRIGATE

CHIEFS of Naval Staff of the French, Italian and Royal Navies signed a joint staff requirement for the Anglo-French Future Frigate in London last month — for the first time publicly introducing the Italians into a project designed to provide a low-cost common anti-air warfare platform for the first decades of the next century.

First Sea Lord Admiral Sir Julian Oswald said value for money was a prime consideration for all involved — which his Italian counterpart Admiral Guido Venturoni expected would be derived from on-going exchange of ideas in use of manpower, maintenance and operation as well as from savings in spreading the load in research and development.

Admiral Oswald added that having such a vessel in common — in the Royal Navy's case it is designed to replace the Type 42 destroyer once it comes into service in 2002 — would lead to a deeper type of co-operation between navies that

already enjoyed close working relationships.

For the French Navy, Admiral Alain Coatanca felt there was "no other way to go forward — and it is a good way."

Controller of the Navy Vice-Admiral Sir Kenneth Eaton — mindful of the unhappy history of the Nato NFR 90 which was weighed down by the demands of eight participating navies — said there was no likelihood of introducing any more partners to the project, since no other European Navy was in the market for an anti-air warfare vessel in the same timescale.

It is planned that development and build of the first of class ships will be contracted to an International Joint Venture Company early in 1995 following a competition.

Each nation will build its own ships — the French and Italians each have a requirement for four while the Royal Navy wants 12.

The Italian involvement has come with the discovery, as with the French, of a broadly similar requirement. Discussions are continuing which may soon lead to full Italian participation while a full joint project is due to get the go-ahead with a memorandum of understanding in autumn this year.



# Coventry, Cardiff and Columbus

VISITING Nassau in the Bahamas, as part of the Christopher Columbus Quincentennial Celebrations, the destroyer HMS Cardiff and frigate HMS Coventry were both invited to participate in the Columbus 500 Day Parade, marching through the capital.

Each ship provided a 24-man armed platoon which was formed into a combined Royal Naval marching detachment 48 strong, preceded by the Colour Party parading the White Ensign.

In addition, HMS Cardiff also provided an unarmed marching platoon comprising both male and female members of the ship's company.

The celebrations proved to be a colourful mix of military parade, carnival procession, Caribbean bands, and local pagentry, some seven and a half miles in length.

The parade took almost four hours from start to finish in temperatures approaching the 90s, so when, at the end of the event, everyone was doused by a sudden tropical downpour it was most welcomed by all of those taking part.

Picture below — the combined detachment from HMS Coventry and HMS Cardiff marching through Nassau



## Seven Seas finale

HMS ANDROMEDA's final deployment proved to be an event-filled five months, taking her to the Atlantic, Baltic, Mediterranean, Adriatic and Black Seas. Add on two smaller seas visited — the Aegean and the Sea of Marmara — to make the total count of seven.

Operating as the Royal Navy ship in the seven-ship NATO Standing Naval Force Atlantic, Andromeda visited 12 ports in ten different countries, took part in two major maritime exercises and participated in Operation Marmon, monitoring the United Nations' embargo off the coast of former Yugoslavia.

A maintenance period was spent in Istanbul, where some of the ship's company took the opportunity to fly their wives and girlfriends out for a visit, and then the ship took passage through the Bosphorus into the Black Sea to Varna in Bulgaria, the first time a NATO maritime force has visited that country.

The seven Standing Force ships and the Turkish frigate Savastepe, which accompanied them for the visit, were open to the public on three days when a total of over 20,000 curious Bulgarians came to take a look.

Other highlights of the deployment for Andromeda were her two resounding victories, one in the NATO Sports Olympiad, held in the Olympic Stadium at Barcelona (see report in the sports section, page 35) and the other in

the inter-ship cookery competition, judged by top European chefs in Lisbon.

HMS Andromeda, the last of the Leander-class frigates to be built in Portsmouth, returned there from her eventful deployment in time for Christmas. Now 25 years old, she is due to be "retired" in 1993 into a period of extended readiness.

Culinary victors of HMS Andromeda. Proudly displaying their medals are — back row, left to right, STD Gary Clough, POSTD Pat O'Shea, Cdr. Chris Peach, (the Commanding Officer), LSTD Chris Eade and POCK Paul Preston. Foreground, CK Phil Twigg and LCK Bob Winter.



## Edinburgh back from Armilla

AFTER six months away on Armilla Patrol, the Type 42 destroyer HMS Edinburgh has clocked up an extremely varied list of statistics, ranging from 30,000 miles steamed to four-and-a-half miles of sausages eaten, from £3,000 raised for charity to two members of the ship's company flown home during the deployment to attend the birth of their sons.

Edinburgh's Persian Gulf deployment has seen her visit fourteen different countries, including Egypt, Dubai, Singapore and Malaysia, where, in Penang, the romantic setting resulted in three crew members marrying their fiancées when they arrived on a visit.

There was plenty of action at sea as well, with eight naval exercises, which included operating with the on-station USS Independence battle group in the Gulf and teaming up with the Orient 92 Task Group exercising off Malaysia.

One of her final ports of call, homeward bound, was Patras in Greece, involving first a passage through the Corinth Canal. On board for the trip were several Royal Navy Reserve radio operators and a small detachment from RAF Buchan, an affiliate of the ship.

Now back home in Scotland at her base port of Rosyth, the crew of HMS Edinburgh can reflect on a truly capital deployment.

Photo above: HMS Edinburgh transits through the narrow confines of the Corinth Canal.



Ship's company members from each of the eight ships which make up the NATO Standing Naval Force Atlantic, at the wreath-laying ceremony at the Tomb of the Unknown Bulgarian Soldier, during the visit to Varna.

Representing HMS Andromeda was LS(R) Paul Fletcher (extreme right in picture).



# Sea Kings over Bosnia

HMS Gloucester arrived back in Portsmouth just in time for Christmas after months spent enforcing the United Nations trade embargo against Montenegro and Serbia (see also page 29).

As the Rosyth-based Type 42 destroyer HMS York took over her duties in the Adriatic her Commanding Officer Capt. Paul Stone stressed the deployment's "important humanitarian aim."

RFA's Sir Bedivere and Resource are there in her support.

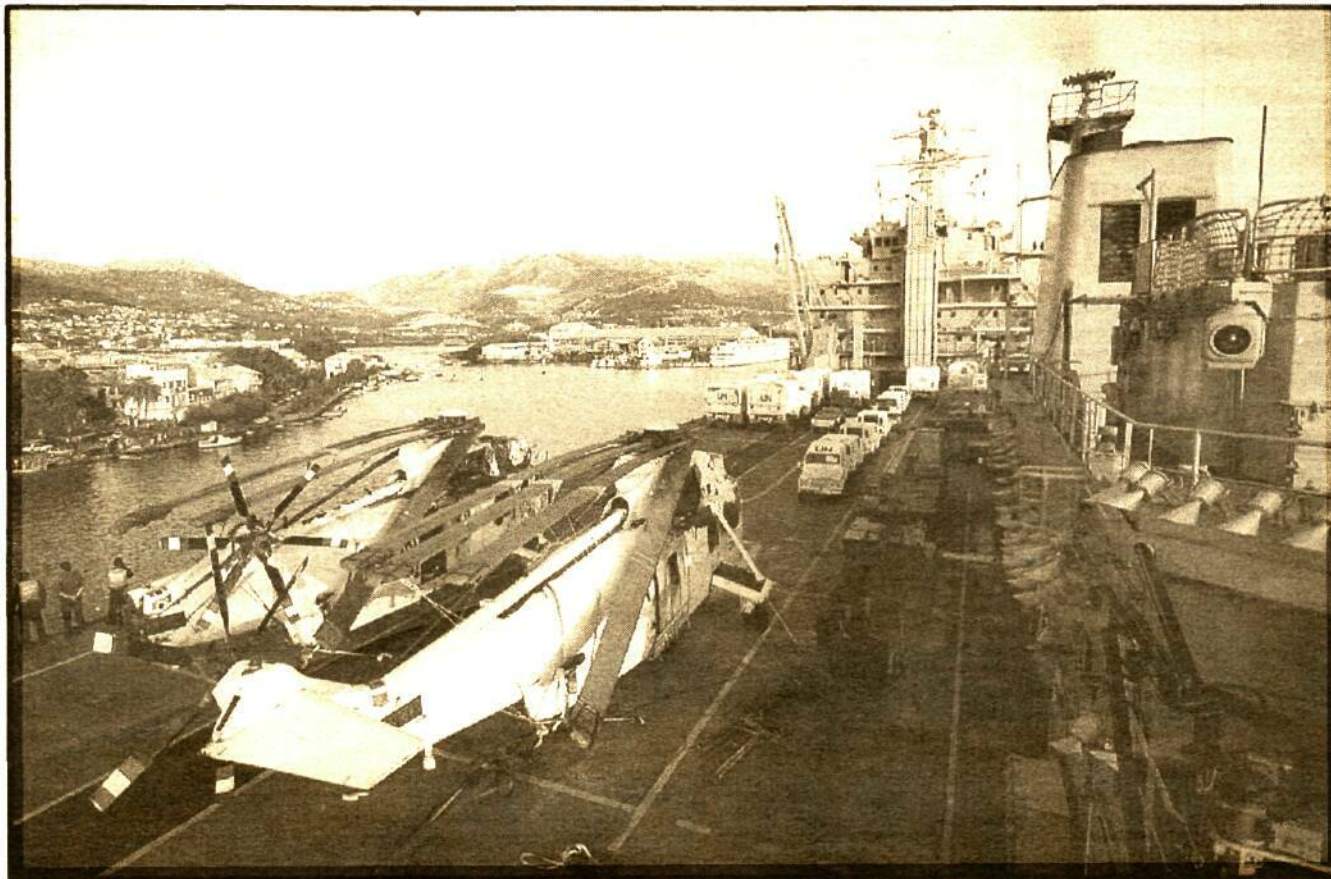
Meanwhile the Sea King "flying ambulances" of 845 Sqn were preparing to undertake reconnaissance missions over Bosnia, the Ministry of Defence announced — once their safe passage had been negotiated.

Painted in white UN livery, the four helicopters were unloaded at the Croatian port of Split by the RFA Argus, which has now also returned home.

They have been on a constant state of readiness to evacuate casualties suffered by British troops caught in any crossfire between the warring factions.

Surg. Lieut.-Cdr. David Birt — who served in HMS York in the Gulf War — is leading a medical team operating in the Croatia/Bosnia border town of Knin, where he deals with local people suffering the ravages of civil war as well as caring for the needs of the UN troops.

● RFA Argus at Split with her cargo of white painted helicopters and other transport.



## North Sea drug bust praised

HMS SHETLAND helped Customs officers seize a huge cocaine haul from a trawler in the North Sea.

### Diver's grim discovery

A diver from a helicopter from RN air station Culdrose found the wreck of a fishing boat 70 ft down on the seabed near Padstow, Cornwall.

L/A Ian Chambers discovered the badly battered remains of the 34 ft crabber Pegatina near Gulland Rock. There was no sign of her three crew.

The fishery protection vessel trained her guns on the British-registered oil rig support vessel — which had been recently sold — while the officers boarded her 170 miles east of Newcastle.

Cannabis with a street value of £30m was uncovered at once while surveillance had indicated the presence of the "designer drug" cocaine.

The Shetland then escorted the Britannia Gazelle into Hull where it was painstakingly stripped from bow to stern.

HM Customs and Excise Chairman Sir Brian Unwin later praised the "close co-operation" with the Royal Navy during a long and skilfully planned operation.

## Nottingham gets roped in

While on passage to the Arabian Gulf HMS Nottingham was called upon to join the multi-national Maritime Interception Force in the north Red Sea. For the Royal Navy's Armilla Patrol ships in the Gulf War rumbles on ...

She linked up with the USS Briscoe and FNS Drogou to board and search merchant ships in the Gulf of Aqaba, in support of UN resolutions which still ban import and export of certain goods to and from Iraq.

The Type 42 destroyer conducted 23 boardings in just eight days — regularly using the "fast roping" techniques usually reserved for the Royal Marines.

She lent not a few helping hands as well. The "Holy Helo" transported the ship's chaplain, Fr David Lacy, among the ships of the force to conduct church services while POMA Peter Duncan administered emergency medical treatment to an injured Filipino sailor.

## UNDER FIRE IN SOMALIA

ROYAL MARINES Captain Paul Denning was at the centre of the first armed clash involving United Nations forces in Somalia when his US Marine Corps Cobra helicopter gunship was fired on by armed Somali vehicles.

In a swift retaliatory action all three vehicles were destroyed when the helicopter returned fire.

Capt. Denning, normally a Lynx helicopter pilot with 3 Cdo Bde Air Sqn, based at RNAS Yeovilton, is on exchange duties with the US Marine Corps, serving in the Aviation Combat Element of the Special Marine Air Ground Task Force, based in the amphibious assault ship USS Tripoli.

## LAST ONE BACK

Last ship home from the Gulf War — the forward repair ship RFA Diligence was able to claim that distinction as she arrived in Portsmouth last month after nearly three years away from the UK.

During that time she has provided repair and maintenance facilities for both naval and auxiliary vessels operating away from their base ports.

The 12,000 tonne ship served in the Gulf from September 1990 to April 1991 before returning to the Falklands and now goes on to refit at Middlesbrough having serviced over a hundred warships of different nations during her period overseas.

Originally the MV Stena Inspector, she was taken up from trade during the Falklands campaign to provide repair facilities in the South Atlantic.

She proved so useful that she was transferred to the RFA and normally carries a party of Royal Navy engineering specialists in her fully equipped workshops.

## Four day ordeal in Cambodia

ROYAL NAVY Lieutenant Scott Verney and five other United Nations military observers, kidnapped by the Khmer Rouge in Cambodia, were released, pale and tired but otherwise healthy and in good spirits, after four days in captivity.

The UN Observers were monitoring troop movements from a patrol boat in the Stoen Sen River when they were captured by the Khmer Rouge guerillas and accused of spying for Phnom Penh government.

They were eventually handed over to a team of Indonesian peace-keeping troops after prolonged negotiations to secure their release.

## Pickled?

Any Mess that has held a Pickle Night, commemorating the anniversary of the arrival at Falmouth with news of the victory of Trafalgar of HMS Pickle on 4 November, 1805, please inform WO Brian Wines, Mess President HMS Nelson.

## Crazy hockey

HMS Sirius's helicopter anchor grid was used to play a form of target hockey when HMS Sirius staged a Flight Deck Fayre to raise £280 for the Doubletrees school for handicapped children at St Austell.

She was on her way to Tunis — where the ship's rock band The Culprits had the chance to play at an International Trade Week.



## IN BRIEF

### Repulse Bay's a big one

Biggest ever visitor to HMS Tamar was P & O's new container ship MV Repulse Bay, named by Mrs Lavender Patten after the bay which took its name from the HMS Repulse that fought off pirates plundering Hong Kong in its early years as a British colony.

□ □ □

SSAFA's Chairman Admiral Sir Peter Herbert received a huge cake representing a globe to mark the Association's Nursing and Welfare centenary and baked by L/Cpl David Hardwar of the Army Catering Corps.

□ □ □

Land Forces Commander Gibraltar Colonel Tony Reed Screen was invited to inspect Naval Divisions at HMS Rooke, escorted by Lieut. Allan Mickleburgh.

□ □ □

The George Cross awarded posthumously to Lieut. Anthony Fasson, RN who died salvaging code-breaking material from a sinking U-Boat in 1942 has been donated to the National Museums of Scotland.

□ □ □

Cllr and Mrs Ron Simmonds, the Lord Mayor and Lady Mayoress of Plymouth, visited HMS Drake to put a stitch in the 1588 Armada panel of the New World.



# Unisex roster planned for August



Why will we dip out? ... Have you ever got past a woman in a queue?



**Drafty**

**on Advancement**



ONE of the most frequently asked questions of Drafty's Roadshow is "When are advancement rosters for RN and WRNS ratings going to be integrated?" For all those on sea service the answer is 31 August, 1993.

The DCI published in December announcing the integration of rosters and promotion should be available to you by now and a further DCI with more detail should hit the streets in February.

It is not the idea to rob Peter to pay Paul, or Paula, in these changes; where there were quotas for advancement or promotion for both RN and WRNS (Sea) these will, in simple terms, be amalgamated. The information below should answer many of your questions whether you are RN, a WRNS seagoer or a member of the WRNS who joined before September 1990 and did not volunteer for sea.

## THE SERVICES HOME SAVINGS SCHEME.

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## Sea-going roster

On the 31 August there will be a merger of male RN advancement rosters with members of the WRNS who joined after September 1990 and those who joined before that date and volunteered for sea. After integration all these ratings will be advanced in basic date order, or according to Merit points, regardless of their gender.

The proportion of men or women advanced to Leading Hand and above will not be controlled as all advancement and subsequent promotion will be based purely on qualification, time and merit. At the time of integration ratings will be placed on an amalgamated roster in a place appropriate to their basic date and merit points; this means that, inevitably, some individuals will find their waiting times change.

Arrangements for medical branch ratings are being considered separately because the overall small numbers encompass a large proportion of drafts not open to women (submarines and commandos) which complicate the issue. Integration therefore, will not occur for medical ratings in August this year.

## Separate shore roster

If you are a Wren who joined before September 1990 and have not volunteered for sea you will remain on a separate shore advancement roster. The existing routes up the advancement and promotion ladder to Warrant Officer will remain.

The ways ahead for the WRNS WA, ETS, DH and DSA branches are being studied and are not formally agreed at the time of writing. Meanwhile these individuals will remain on shore advancement rosters.

## Promotion boards

RN and WRNS(Sea) Selection Boards for promotion to CPO (non artificer) and Warrant Officer will merge from the Selection Boards (PO to CPO) in Autumn 1993 onwards. The first merged Warrant Officer Promotion Board within a combined quota will be in the early months of 1994. Non sea volunteers will have separate quotes and selection.

## Eligible for 20E

Integration brings with it eligibility for 20E, at the appropriate time in their service, for Wrens with a sea liability. The first joint board will be that which sits in the Spring of 1994.



"It's not a leap year y'know!"

## THE TEAM

Advancement/Promotion/20E Officer  
In charge Promotion/20E Office  
WE, ME, FAA  
Promotion  
Ops, S&S, Med Promotion  
Advancement Office

Lieut.-Cdr. Charlotte Manley(Ext: 2181)  
WO John Parsons (Ext: 2383)  
POWTR John Grange (Ext: 2382)  
POWTR Nick Johnstone (Ext: 2458)  
CPO Wtr Terry Ashdown (Ext: 2498)  
LWTR Andy Collier (Ext: 2498)  
LWTR Suzanne Trowsdale(Ext: 2498)



## Crushing end for earlier ice ship

TODAY's HMS Endurance is named after the ship in which Ernest Shackleton sailed to the Antarctic in 1914. His ship was trapped in pack-ice for 281 days before being crushed and sunk.

Shackleton and his men made camp on Elephant Island, from where he set out on an epic voyage to South Georgia in a small open boat, the James Caird. The entire expedition was finally rescued with no loss of life. James Caird is now the name of the present ship's survey motor boat.

The most recent ship to have the name HMS Endurance was the ice-strengthened vessel MV Anita Dan, which was renamed and commissioned in 1968. Since that time, until being replaced by the present vessel in 1991, she deployed every year to the Antarctic. In 1982 she played a full and active part in the Falklands conflict, from the outset through to the eventual victory.



Above: Early December saw the ice patrol ship HMS Endurance sailing for the Antarctic for her first such deployment under her new name. Last year she carried out the task as HMS Polar Circle.



## FACTS AND FIGURES

Pennant No: A171. Commissioned: Nov. 21, 1991 as HMS Polar Circle. Rededicated: Oct. 9, 1992 as HMS Endurance. Displacement: 6,500 tonnes. Length overall: 91 metres. Beam: 17.9m. Draught: 6.5m. Diesel power: 2 x 4,080 bhp. Speed: 14 knots. Endurance: 65,000 nautical miles at 12 knots. Complement: 118. Battle honour: Falkland Islands 1982. Motto: By endurance we conquer.

# BUILT FOR ENDURANCE IN THE ICY SOUTH

BUILT by Ulstein Hatlo for the Rieber Shipping A/S as MV Polar Circle, HMS Endurance is constructed to the Det Norske Veritas (the Norwegian version of Lloyds) requirements for icebreakers.

Initially chartered by the Royal Navy, she was purchased outright early last year and underwent some modification last summer to enable her better to carry out her tasks.

The ship is fully ice capable and certified able to cut through three feet of first year ice at three knots, although during her first season she actually cut through some 8-10ft of soft ice. Her propulsion systems are very modern, the two Bergen diesels and variable pitch propeller being computer-controlled.

### Modern

She is also very manoeuvrable: there are eight different ways of steering her — main steering stand, joystick, three other rudder joysticks, autopilot, bow thruster and stern thruster. Her navigation fit combining GPS and DISC (an electronic charting system) makes her one of the most modern ships in the world.

Built for the dual role of tourist ship-Antarctic survey/exploration vessel, the new HMS Endurance offers a degree of luxury. Junior rates sleep just two to a cabin, while senior rates and officers have individual accommodation.

Cabins are complete with en suite showers and heads.

The ship's company also relaxes in style. What used to be the tourist observation lounge is now the wardroom. Situated beneath the bridge it offers panoramic views. The senior rates mess used to be the tourist lounge bar, while the junior rates' dining room was previously the restaurant.

### Panoramic

The Endurance has plenty of cargo space, cranes and boats to enable her to operate in areas such as the Antarctic where dockside facilities do not exist. The flight deck and the hangar were originally designed for a single Super Puma as opposed to the two Lynx helicopters the ship now carries.

The hangar has been enlarged to make the stowage of the helicopters safer. Two helicopters are vital, not only for achieving the heavy workload but also for mutual Search and Rescue (SAR) in a most unforgiving environment.

HMS Endurance has three main tasks — to provide a sovereign presence, to perform hydrographic survey and to support the British Antarctic Survey.

The sovereign presence role

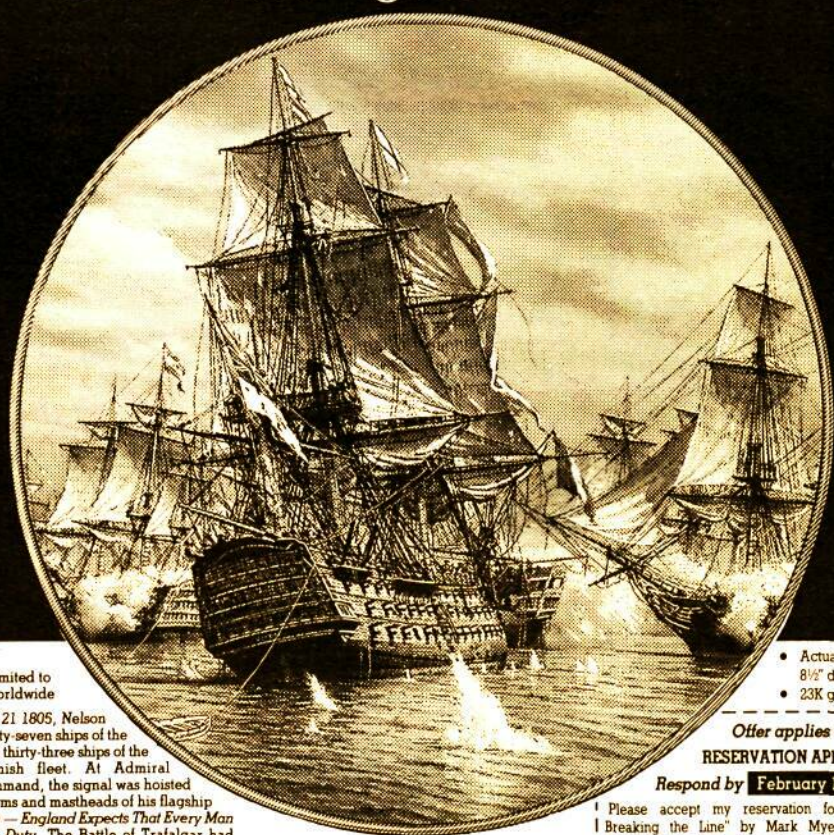
is one of flying the flag and representing the British Government in Antarctica. To this end the ship pays informal visits to bases, both British and foreign, up and down the Antarctic Peninsula.

The hydrographic survey task, directed by the Hydrographic Office, is to survey completely the waters of the Antarctic Peninsula. This includes the taking of control observations and vertical photography as well as echo soundings.

Finally, BAS support — the British Antarctic Survey runs the British scientific effort in the Antarctic. HMS Endurance supports this work by transporting BAS personnel into and out of the Antarctic as well as providing helicopters to take field teams to areas in which the BAS Twin Otter aeroplanes could not land.

**POSTCARDS of Ships of the Royal Navy are obtainable at 60p each (minimum order £1.80) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £8.50 and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10/foreign £11.50. Prices include postage and packing, and post-cards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.**

## Britannia Rules the Waves



• Edition limited to 19,500 worldwide

On October 21 1805, Nelson with his twenty-seven ships of the line engaged thirty-three ships of the Franco-Spanish fleet. At Admiral Nelson's command, the signal was hoisted to the yards and mastsheads of his flagship HMS Victory — *England Expects That Every Man Will Do His Duty*. The Battle of Trafalgar had begun, a scene from which is so expressively and dramatically depicted on this limited edition collector plate; you almost experience a presence of being there with the sea boiling and churning as the master mariners manoeuvre these great war vessels into broadside firing position; the roar of the cannons, the smell of gunpowder and the screams of cannon balls tearing through the sails bringing rigging crashing to the decks... shouted commands and the blast of close-quarter musket fire — terrifying carnage. It was from a French musket shot, at the height of this epic confrontation that Admiral Nelson was mortally wounded; however, he lived long enough to learn of the greatest of his victories, one that dashed forever Napoleon's dream of superiority at sea.

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COMPASSION!

NN

## Letters

NN

# Resettlement pension plan

## A dog named for Taff

MAY I express my deep gratitude and that of my family to all who have supported us in many ways since the tragic death of my son Leading Writer Dean (Taff) Clements, of HMS Heron, in October.

It was heart-warming to know how many people cared. Your letters, cards, telephone calls, visits and flowers helped enormously in getting us through the early weeks, as has all the practical help we have received. My gratitude too to everyone associated with the funeral organisation and ceremonial and to all who attended.

You have all helped so much more than you could ever know.

Dean had been actively involved in raising money for Guide Dogs for the Blind and I know that fund raising is to continue, and that the dog bought and trained will be named Taff in his memory.

Sincere thanks, too, to the ship's company concerning the auction of his uniform. When this was first mentioned, I was taken aback, not understanding the naval tradition involved. I have since realised that this is ship's company's way of providing for the family of a much-loved colleague and I thank you for your generosity. Thank you for caring for my son. — Margaret Sanders (Mrs.), Swansea.

THE letter "Double standards down below" (October edition) from Mr. T. Williams raises a number of interesting points.

Firstly, when the Department of Trade assess ex-naval applicants' eligibility for the award of their engineering certificate, they consider each individual's academic standing (Initial Training) and his sea service. The former is based on engineering qualifications and the latter on experience of propulsion systems of various types and power outputs.

Sadly, while Mr. Williams' engineering experience would have been credited towards the sea service for a higher certificate class than Class IV, his City & Guilds qualification would not meet the higher academic requirement.

It appears likely that Mr. Williams actually took his Mechanician's Course in December 1975 to 1977 and therefore just missed the introduction of the awarding of a BTEC certificate, which gives exemption from some DoT examination subjects.

It is recommended that those considering joining the Merchant Marine should obtain the very useful briefing pack from the Department of Transport, Marine Directorate, Sunley House, 90 High Holborn, London or by phoning 071-405 6911.

Secondly, there is a wider issue of being able to "crystallise" existing experience gained

throughout a Service career into a transferable qualification. This is currently being addressed using the Government's National Vocational Qualification Scheme. Through Accreditation of Prior Learning, a valuable qualification can be gained retrospectively, based on a Serviceperson's entire training package and skills development.

A DCI will be published shortly which discusses the Navy's progress on NVQs and describes the APL route to Business Administration and Management qualifications for resettlement candidates. Further information is available from Education and Resettlement Officers.

The final message to those leaving the Service is, seek early advice from the Resettlement Officer and do your homework. Civilian employees do recognise the value of recruiting ex-Servicemen; you in turn must know and meet their requirements. — L. P. Brokenshire, Cdr. Directorate of Naval Education and Training Support, MOD, London.

MOD views on resettlement have undergone major changes in the last couple of years and this can only be to the good for personnel who are due to move

away from the "Service family". More emphasis is being placed on resettlement being a career-long activity and, while not wishing to ask people to deviate from their devotion and duty to the Service, everyone must look to the "life hereafter".

The MOD must keep up pressure on civilian organisations to recognise the skills and achievements of Servicemen, especially those in "generalist" type jobs. But as someone who has been outside for two years, I would urge everyone to look at evening classes and correspondence courses to prepare them for civvy street.

A considerable number of people do not know what they want to do on leaving the Service, so talk to your Resettlement Officers and get their advice on how your present skills can be translated to jobs outside and, following on from that, what long-term courses are available to prepare you for those jobs.

Using your Resettlement organisation is the best investment and pension plan you can every have for when you leave the Services. — R. I. F. Dixon, MBIM, MITD, Lieut.-Cdr.(retd.), East Brackley, By Kinross.

# FLOWING WITH MILK AND HONEY

THE recent correspondence about the Exodus/President Warfield has raised much interest.

I was serving in HMS Chieftain as the ship's Yeoman of Signals when the President Warfield was boarded, and Mr. P. Farr's recollections are quite correct.

The usual method of boarding was by lashing messdeck tables to the forward stanchions and then the boarding party swarming across on the given signal, led by the first lieutenant, as the ships came alongside and the messdeck tables were crashed down.

Some of our boarders were thrown overboard by the irate immigrants, hence the presence of a rescue ship. Our chaps were armed with nothing more lethal than chair legs, etc.

We could not use mess tables for boarding the President Warfield she was far too big with a high counter. I have a snapshot showing whalers alongside her. If memory serves me, we boarded 17 vessels by way of the messdecks tables.

## Unpleasant

The President Warfield was loaded with tons of food provided by American sympathisers. All this was used to repel boarders. By the end of the engagement the Chieftain was knee-deep in mashed potatoes and every sort of vegetable and fruit. Cans were especially well directed.

I raised my tin helmet on the bridge to pass a message to the other destroyers by VHF when a well-aimed tin of Carnation milk put me out of the operation for a while.

I was part of this operation for nearly two years. It was a most unpleasant period of my naval career — the thought of having to manhandle, albeit with all possible kindness, these former inmates of the Nazi concentration camps and delay their arrival at their national home. — J. Adams, Alresford, Hants.

I REMEMBER when the President Warfield was moored in the River Torridge, North Devon in 1943-44. She was used by the US Navy as an HQ and accommodation. I wonder if any ex-Combined Opps, MTB and MMS personnel based at Appledore across the river remember her? — H. E. Moss, Ex-Chippy, Royston, Herts.

● Thanks to all other correspondents who wrote concerning the Exodus/ex-President Warfield.

## Baffled by bell and bird

I WONDER if any readers might be able to shed some light on how the bell from HMS Hornet (which was commissioned in 1911 and saw action during the First World War) came to be in my local cattle market?

As a lad I used to go to watch the cattle being sold and hear the bell telling everyone it was auction time. Until this week I did not know it was a ship's bell.

It was used every week from 1938 in the cattle auction building in Spalding until early 1992, being removed to the local council offices when the cattle market closed last May. — K. W. Sharman, Ex-AB (1969-75) and RNA member, Spalding, Lincs.

DOES anyone know the how, why and wherefore of an AEW Gannet resting in what appears to be a back garden on the outskirts of Cirencester fringing the A4517 ring road?

It seems an odd resting place for such a hefty aircraft which, incidentally, appears to be in very good condition.

It has intrigued me for some years now. Someone must know the answer among your readers who are ex-FAA. — A. A. Wheeler, Ex-steamer, 8a Holmes Crescent, Wokingham, Berks.

## Badge of all our tribe

DURING a recent reunion I had the pleasant occasion to visit one of my old establishments. While standing on the parade ground where I had spent many hours over the 25 years I served in the RN, I was approached by a PO and was asked my business.

I could not give a satisfactory answer, as reminiscing was not enough, but eventually I was able to talk my way out of his dilemma.

I am well aware that nowadays security is essential, but what I would like to ask is, when you leave the Service could you not be given a badge to wear to prove that you have served in the RN? — G. Baird, Ex-CPO, Dundee, Tayside.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

# NN Navy News

No. 462 39th year

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I AM conducting research into naval flags and ensigns and wonder if your readers can answer some of my queries.

My first question relates to the extraordinary "White Ensign" shown in the photograph. Can anybody identify it? I believe it may be connected with the Merchant Services and probably dates from the early 1900s. The red border goes round three sides only.

Closer to home, can anyone throw light on the origin of the Clear Channel Flag which is flown by QHM at Semaphore Tower in Portsmouth to control ship movements in the harbour? It is a red flag with a white stripe running from upper hoist to lower fly. How old is it and did it ever have any other use?

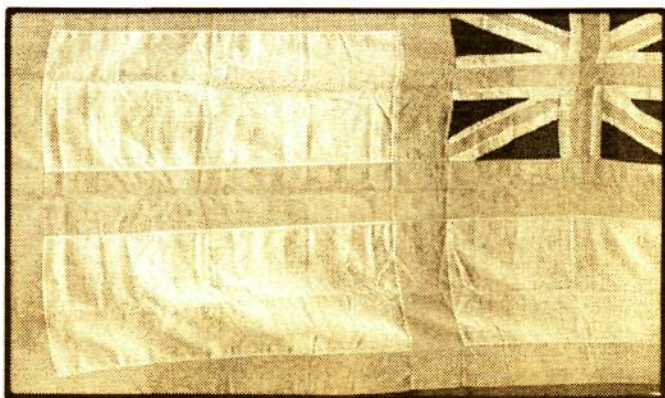
Sea Cadet Corps vessels wear a blue masthead pennant. Is this pennant used anywhere else (in the Commonwealth or Dependant territories perhaps)?

What is the origin of the Convoy Commodore's distinguishing flag — the blue St. George's Cross?

When was the Naval Ordnance Ensign flown for the last time, and has anybody got on, or a picture of one in use?

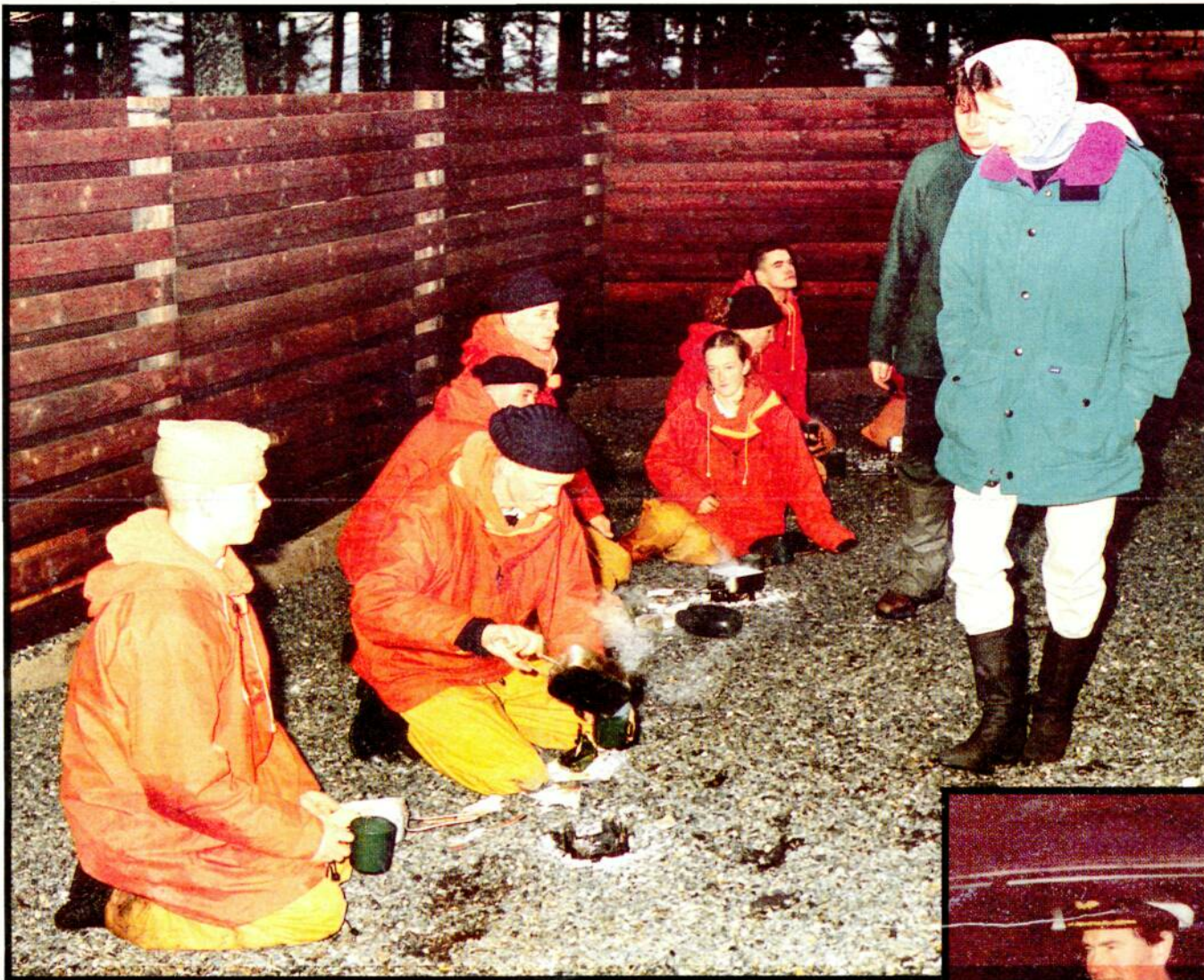
Can anyone throw light on the history of the Fishery flag. It is of considerable lineage but its origins are obscure.

Any help with these questions will be very gratefully received, along with any other unpublished snippets about the subject which



readers may have stored away in their flag lockers. — M. J. D. Farrow, Cdr., Deputy Marine Services Manager, Semaphore Tower, HM Naval Base, Portsmouth PO1 3LT.





# Refuge has a Royal visitor

THE Princess Royal, seen (inset) leaving Crathie Church near Balmoral with Cdr. Tim Laurence after their wedding last month, had earlier called at Gutter Tor Refuge on Dartmoor to meet young trainees from HMS Raleigh getting a taste of outdoor life.

They undertake Resource and Initiative Training — which here involved brewing up hot chocolate to fortify them for a day's hard trekking — at the end of their fourth week at Raleigh, which purchased the three-acre refuge site in 1989.

The Princess took to the saddle for a ride across the moor with Lieut.-Cdr. Rick Evans, Lieut. Roger Saynor and Cpl Bustany to watch abseiling and rock climbing by a class of Stewards at a later stage in their specialist training and Ship's Company Wrens from the Raleigh staff. (See also page 35).



## Crunch date for Whaley gravel patch

MANY tears may have been shed over the parade ground at Whale Island — and perhaps by the Parade Training Officers most of all.

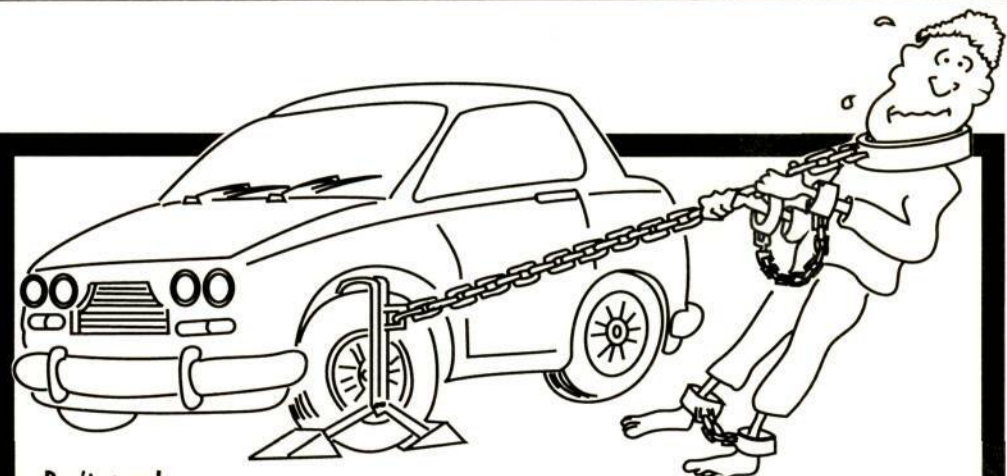
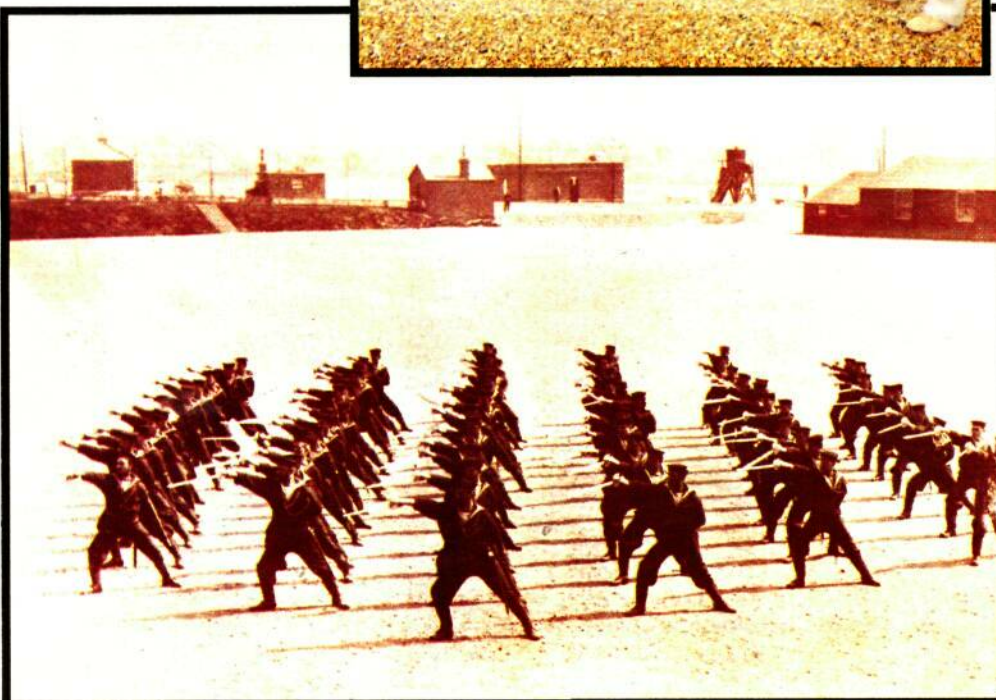
But maybe few will mourn as these past PTOs and Chiefs-of-the-Parade (Captain John Wells leading the obsequies) for the cry "Lad — if you can march smartly on gravel you can march smartly anywhere" much employed by the old "gas and gaiter" instructors may be heard no more.

The "gravel patch" — for so long centre focus of the Gunnery School where Divisions, Company and Battalion Drill and State Ceremonial were practised to the sound of crunching boots is to go under tarmac.

For all those who received "go round again" chits for failing to keep in step or were sent, rifle held above head, doubling round the parade for

the smallest misdemeanour, it will be a burial 104 years overdue.

Below — Cutlass drill at Whaley, circa 1892.



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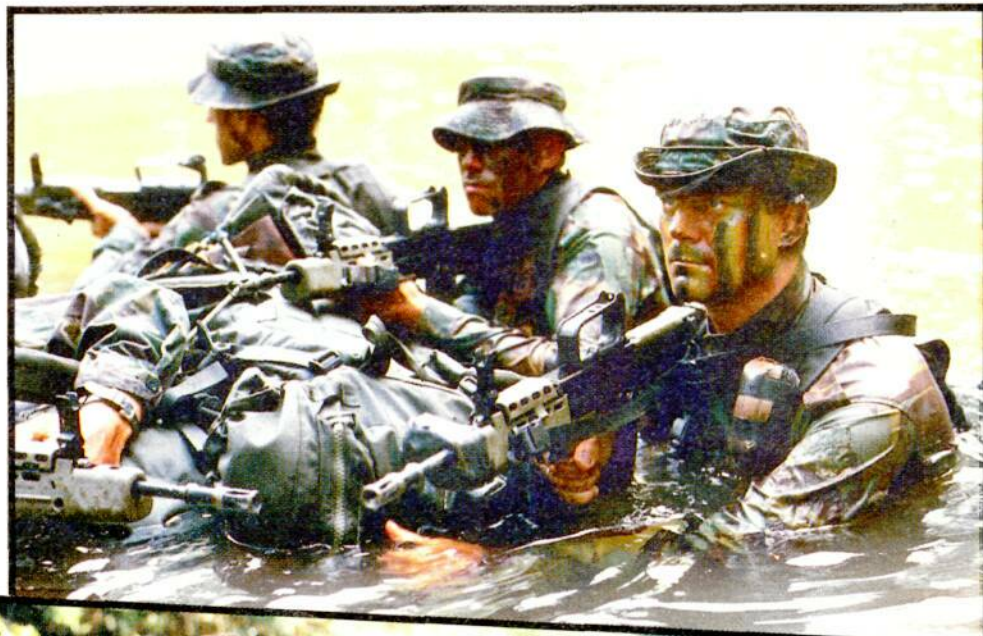
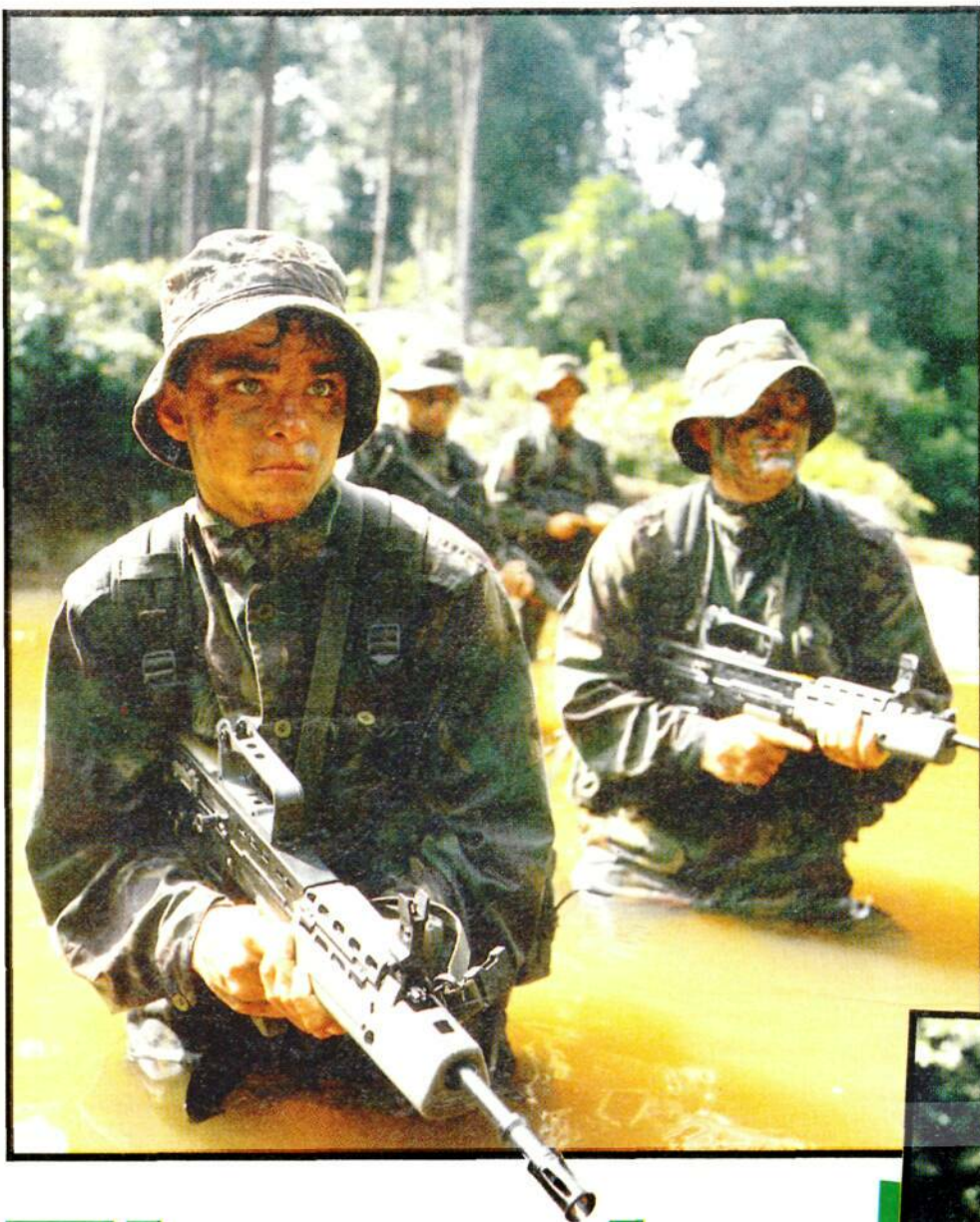
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## The spice of life

"IT ain't half wet, mum . . ." Thirty years ago L Coy 42 Cdo RM Landed at Limbang, Sarawak, just across the border from Brunei.

Led by Capt. Jeremy Moore — later Maj.-Gen. Sir Jeremy Moore — they commandeered some boats and rescued the British Resident and his wife in the face of intense terrorist fire.

This time M Coy were back in Sittang Camp, Brunei for the annual jungle training period that helps make that sort of operation possible, wherever it is required.

It hasn't changed much. To be able to function and fight in any hostile environment you have to learn to live with it — and building shelters, and animal trapping are traditional skills as much as cross-country navigation and setting and avoiding ambush.

The heat and humidity are fierce — once under the jungle canopy you are wet until the time you leave it. There are plenty of bugs that bite and sting, scorpions, snakes and plants designed to make progress as difficult as possible — as these lads with attached ranks from Mortar and Assault Engineer Troops found in Exercise Curry Trail.

That's what it looks like they're up to their necks in, curry. Must have felt like it, too.

Anyway, it makes a change from the freezing wastes of Norway — and variety's the spice of life, they say.



Pictures: PO(Phot) Al Campbell

## Last Navy Days before the Prince of Wales



OPENING Navy Days at Hong Kong — for the last time at HMS Tamar before the move to Stonecutters Island this year — was The Prince of Wales, visiting for a few days on his way back from Korea.

It was in front of The Prince of Wales building, in fact, that he appeared to be regaled by lion dancers, watch the display parachutists drop onto the narrow promontory that serves as the HQ's helipad and cut a massive cake made by the Service churches.

As well as the Hong Kong Squadron Patrol Craft, ships of the US and Royal Australian Navies and Hong Kong Police and Fire Service vessels were open to visitors — 22,000 over two days helping to raise HK\$300,000 for charity.

Among the displays were a mock assault on a suspected smuggler by the Royal Marines, abseiling from helicopters and speeding to the attack in their fast pursuit craft.

All seats were filled for arena displays by five bands, the dog unit, gymnastic teams and a local Sea School.



● Left — Prince Charles receives a bouquet from Mrs Yin Ching (86), representing the Neighbourhood Community for the Elderly.

● Above — 76mm. inch gun blazing, HMS Plover storms into Victoria Basin to the delight of the watching crowds.



# Vanguard heralds a new design for SM10

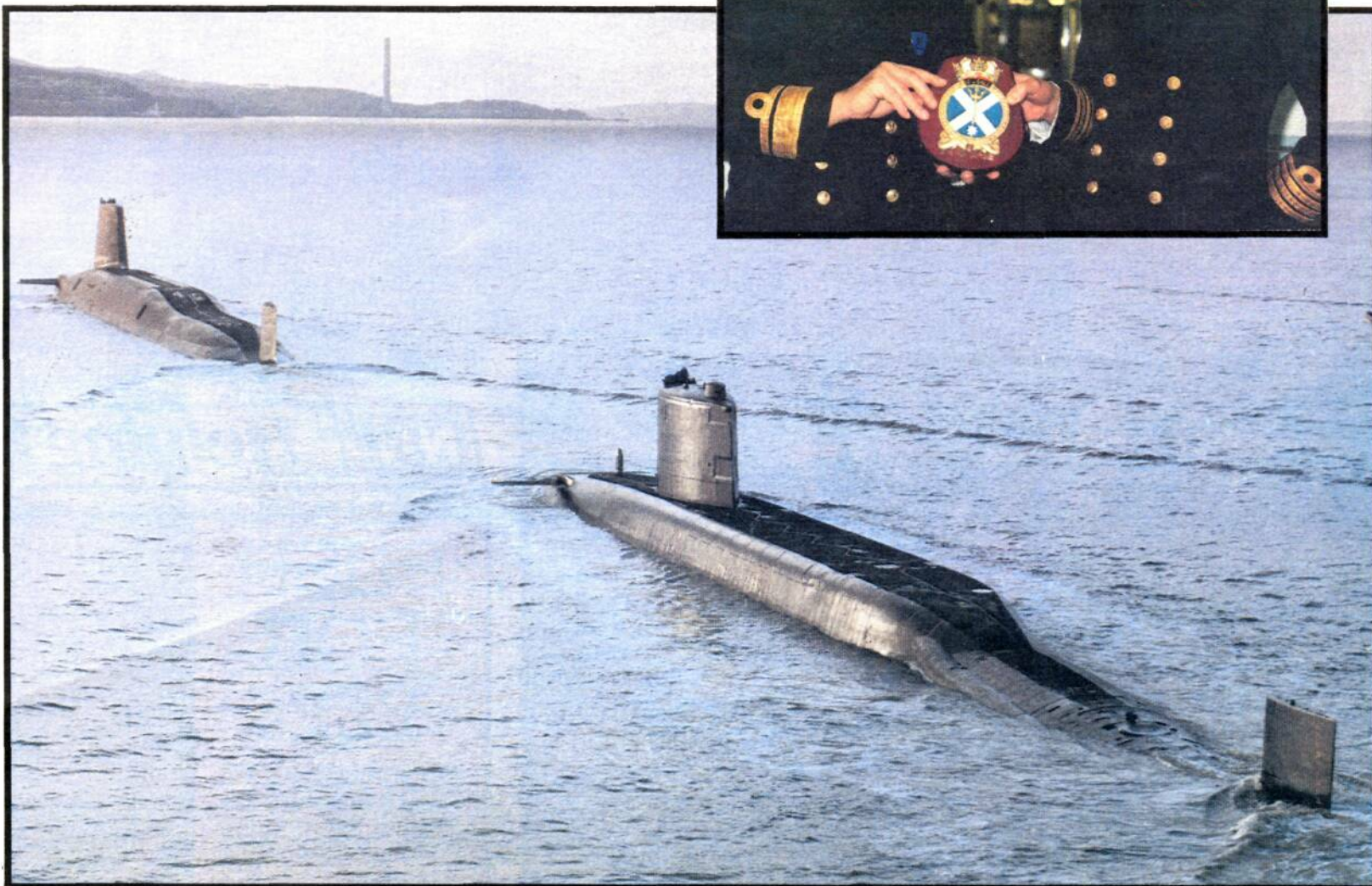
WHEN the new Trident missile submarine HMS Vanguard joins the Tenth Submarine Squadron at Faslane, replacing the Polaris boat, HMS Revenge, the squadron's badge, depicting the crests of the four Resolution-class submarines, would become obsolete and in need of replacement.

In a competition to design a new badge, open to all SM10 members, the eventual winner was Don Harley, serving at the time as a Lieutenant in HMS Renown.

Like all good heraldic designs, the new badge incorporates a number of relevant symbols — a trident, for the new submarines and a Polaris star, representing the remaining older boats, both superimposed on a white saltire (the Roman 10) all on blue, to give a background of the flag of Scotland, where the squadron is based.

Picture, right — the Polaris submarine HMS Resolution (displacement 8,500 tons dived) follows her new big sister, HMS Vanguard (displacement 15,000 tons dived) into Loch Long.

Picture inset — During his first visit to HMS Vanguard since she arrived at Faslane, Flag Officer Submarines, Rear Admiral (now Vice Admiral) Toby Frere, presents Capt. Mike Gregory of the Tenth Submarine Sqn with the new squadron badge.



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**Navy News**

# Calendar 93



# Pail riders!

PO Chris Blowes turned to his fellow shipmates to help raise cash as a "thank you" to the hospital who helped save his Mum's life.

The willing members of the ship's company of RFA Argus were happy to help and organised a two-day non-stop 350-mile cycle ride from Portsmouth to the doors of Darlington Memorial Hospital.

Chris's Mum was treated for breast cancer five years ago and since then has been a keen fundraiser for the hospital. Chris decided he, too, would like to help and the arduous ride raised nearly £1,700 for a computer to aid the diagnosis and treatment of breast cancer.

On their arrival at the hospital the lads were met by Mr Michael Edwards, the consultant surgeon in charge of the department, and were given a warm welcome by hospital staff.

Pictured in the grounds of Darlington Memorial Hospital are, back row, LAEM Dicky Davis, CPOSA Jim Challinor, NA(MET) Stevie Lapham, LMA Sean McLeer, LA(SE) Mick Jardine and RPO Joe Mulgrew; middle row, NA(AH)s, Jimmy Jones, Andy Harmon and Kev Bardsley, LA(AH) Al Stone, CPOSA Dave Cross and SG1A Shaun Finn; front, Mr Michael Edwards and PO(MET) Chris Blowes.

Picture: The Northern Echo



# Stroke of good luck

OFFICER of the Watch course 124 at HMS Dryad pulled a few fast strokes during a charity swim at HMS Temeraire and raised £432 in aid of the Paulsgrove Community Centre for the mentally handicapped.

Members of the club, accompanied by some of their helpers, were met on board HMS Warrior by Capt. Fraser Morgan where the bumper cheque was handed over by Commander of Underwater Warfare, Cdr. James Fanshaw, Sub-Lieut. Nick Diggle and Sub-Lieut. Alexander.

The money raised will be used to buy pantomime tickets for the club members.



## Helping Hands



## PUSH FOR £££s

THE 13th Tri-Service Wheelchair Fun Marathon, held at RAF Locking, proved to be a gruelling but enjoyable event for teams from SA272 at the RN Supply School, HMS Raleigh.

JASA Barnfield, ASA Brown, ASA Ives and Chris Hills were among those who helped raise £537 for the British Sports Association for the Disabled.



## Lots of money

TV personality Rosemary Ford helped a charity auction, held on board HMS Intrepid, raise more than £2,000 in aid of Great Ormond Street Hospital. Items under the hammer ranged from a meal at a top local restaurant to an Englebert Humperdinck CD!

## On the right track



GLASGOW Shopmobility have benefited by over £800 thanks to personnel standing by HMS Monmouth during her build at Yarrow Shipbuilders.

A team of runners took part in the great Scottish Run (the Glasgow Half Marathon) and raised the money through sponsorship and a bucket collection along the route.

Pictured handing the cheque over to Aida and

Len Scott are CPO(R) Barrie Sandilands, CCWEA Philip Travers, Lieut.-Cdr. Ian Gibson, LSA Gary Drew, PO(SEA) David Gwilliam, LSA Christopher Robinson, SA Michael Prescott, LREG Joe Gormley and CCWEA Colin Deeney.

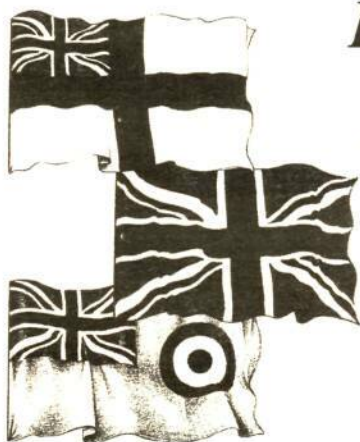
HMS Monmouth, the latest Type 23 frigate to be built and which is due to be accepted into service next month, raised another £300 with Yarrow's workers during contractor's sea trials.

The money was presented to the Erskine Hospital for ex-Servicemen by PO(SEA) Dave Gwilliam and LMEM(M) John Glass.

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## Children in Need

SHIPS and establishments throughout the Navy raised thousands of pounds for the BBC's Children in Need Appeal.

A round-up of pictures and stories will be featured in next month's Helping Hands.

# Juno bikers saddle up for one last time

BEFORE her decommissioning last month, five members of HMS Juno's cycling team, pictured

left, raced the 25-year-old lady back to Portsmouth from Eastbourne, the ship's adopted town.

A puncture just outside Portsmouth prevented the team from beating the ship but they were given a warm welcome on their arrival home having raised over £500 for the Multiple Sclerosis Society, which was presented to the Eastbourne branch president Mrs Janet Crist and chairman Mrs Lilian Stimpson.

□ □ □

A detachment from the First Mine Countermeasures Squadron HM ships Ledbury, Brocklesby and Dulverton visited Rostock-Warnemunde during their recent Baltic tour and one of the main highlights was a visit to a children's home in Lichtenhagen. The children, some from very deprived backgrounds, were delighted to meet the Navy especially when paper hats, ships' models and lots of nutty were handed out.

□ □ □

A 38-mile speed march in aid of Guide Dogs for the Blind by RM detachment NP1002 in Diego Garcia raised over £2,400. During the march three team members had to retire due to heat exhaustion but the remainder completed the distance in nine hours and 55 minutes, smashing the record held by USMC by a massive 12 hours.

□ □ □

Personnel from HMS Drake volunteered to help refugees from war-torn Sarajevo by refurbishing Marley Head House (formerly Sion Abbey) at South Brent. The spartan rooms were furnished with beds, tables, chairs and wardrobes and an appeal has been launched for secondhand toys. Raffles are also being held to provide cash to buy toiletries to attempt to make the refugees stay more comfortable.

□ □ □

On a visit to HMS Dryad chairman of the KGFS Admiral Sir Anthony Morton was presented with a cheque for £8,000 by the captain of the establishment Capt. Peter Franklyn. The money was raised during a charity golf competition at Southwick Park Golf Club.

□ □ □

PO Gus Keep of HMS Raleigh completed a 167-mile walk around the Cornish coast and raised £450 for Imperial Cancer Research.

Pellew 36 class, also from HMS Raleigh, raised £284 during a sponsored walk on Dartmoor to enable members of Woodland Fort Visually Impaired Club to enjoy a Christmas meal.

□ □ □

During the annual Dartmoor Triathlon Lieut.-Cdr. Kevin King, from HMS Osprey, came 20th out of 66 competitors and raised over £700 for Millford Special School, in Plymouth.

□ □ □

The Royal Navy Stand at the Birmingham Ideal Home Show raised £4,800 for the KGFS, much of it extorted by the star of the show Ordinary Seaman GEM the Robot.

□ □ □

Following the successful cross-Channel relay swim by a team from the Hydrographic Office, Rear Admiral John Myres Hydrographer of the Navy, presented cheques amounting to £3,500 to the RNLI and St Margaret's Somerset Hospice.

□ □ □

The Merseyside Challenge Beaujolais '92 in aid of the Macmillan Nurse Appeal benefited by just over £2,000 thanks to POs Paul Hedgecock and Joe Dunn from HMS Eaglet who travelled from Liverpool to Beaune, southern France, and back covering the least miles possible.

□ □ □

stones on a sponsored slim and raised £1,500 for Yorkhill Hospital, in Glasgow.

□ □ □

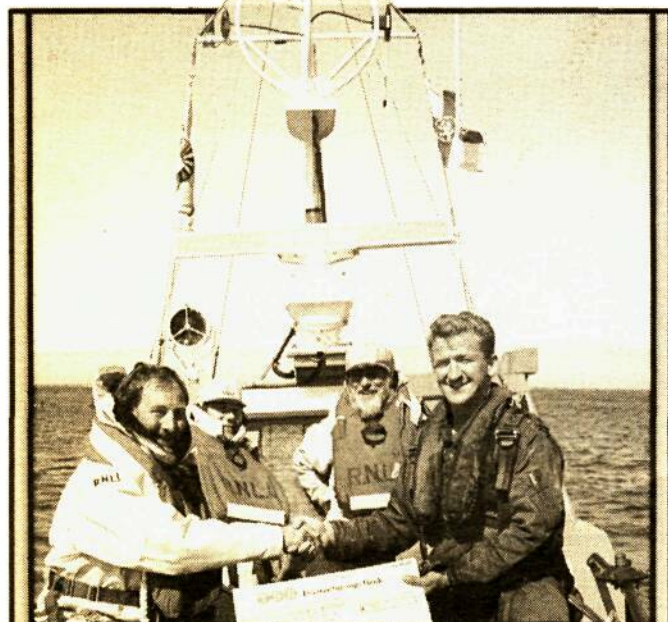
In response to an appeal by Janet Murray, who is suffering from an inoperable brain tumour, Capt. Fabian Malbon, commanding officer of HMS Invincible, ran the Rock Race in Gibraltar and raised £1,000 for the Cancer Research Campaign Team Up Appeal.

□ □ □

All the proceeds from the Faslane Fair have now been distributed, with the main beneficiary, the Scottish Society for the Mentally Handicapped, receiving £3,000.

□ □ □

LMSA Eastwood, from HMS Ceres, the Leeds-based RNR Communications Training Centre, handed over a cheque for £177 to Yorkshire Cancer Research. The money was raised by members of the ship's company who undertook a gruelling assault course at Thornby Barracks, Bradford.



## Gift of sight for the RNLI

THE Fleet Air Arm Officers Association made a generous donation of £500 to the Alderney RNLI to help them buy a night vision sight.

The cheque was presented to the coxswain and crew of Alderney RNLI by LACMN Mark Singleton during an exercise with 772 Search and Rescue Squadron from RN air station Portland.

## Home draw for Coventry

DURING a visit to Nassau, in the Bahamas, 15 members of HMS Coventry's ship's company took advantage of some well-earned shore time to visit Ranfurly Children's Home.

Upon arrival the team quickly started work repairing the wooden storm shutters and clearing the garden debris. As the morning progressed the children became much bolder and several games of basketball provided an interesting diversion to the on-going work.

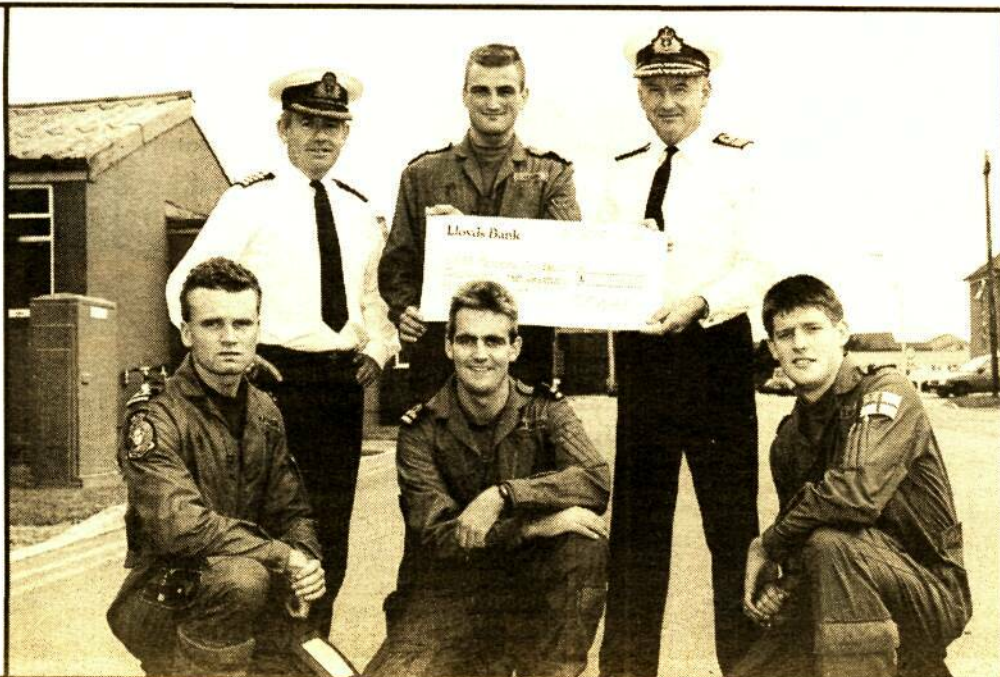
Most of the work was finished by mid-afternoon and, after many photographs were taken on the steps of the home, the workers were returned to the air-conditioned comfort of HMS Coventry.

## Church serviced

WHILE undergoing basic helicopter training with 705 Sqn. at RNAS Culdrose, 58 pilots' course members raised £270 towards the Fleet Air Arm Memorial Church Appeal which will enable the once-derelect building to be completely refurbished.

Six course members also spent two days clearing the graveyard of weeds and rubble in preparation for reseeded.

Pictured receiving the cheque is Flag Officer Naval Aviation Rear Admiral Colin Cooke-Priest with Capt. Ian Mackenzie, of RN air station Culdrose.



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# Four-wheel charity drive

AIM of a Joint Services Trans-World Expedition in April-July 1994 is to travel overland from Tierra del Fuego to London, crossing en route the Straits of Magellan, the Bering Straits and the Dover Straits. The journey will be made in four-wheel drive vehicles, modified for the amphibious crossing.

Other aims are to raise money, through commercial and personnel sponsorship, for the Save the Children Fund and to pursue a number of field research tasks.

Twelve personnel (male or female) will be present on the team at any one time and there may be places available on a shorter length roulement basis.

All applicants must be fit, outgoing and able to work well

in a team. In addition, a number of specialist skills will be required within the team, says the announcement, which provides details of the initial application procedure.

DCI(JS) 99/92

## Long list of hang ups

FULL details are given of the programme of courses to be run by the Joint Services Hang Gliding Centre in 1993-94.

As well as its various courses, the centre also organises both the annual Inter Service Championships and an annual Joint Service flying expedition overseas.

DCI(JS) 97/92

## No boards for Comms

DUE to a recently-imposed reduction in Communications Technician Branch recruiting requirements, there will be no more selection boards until further notice.

DCI(RN) 282/92

## Air badge flies again

RESTRUCTURING of the Air Engineering Sub-Branch was detailed in a 1992 announcement which also referred to the badge which was being produced for the all-trade AEMs. The design now chosen for



## Get Wise on DCIs

the badge is not new and appeared on badges in service until about 1981 when a restructuring of the sub-branch made it obsolescent.

The same design, depicting the basic aeroplane device with the letters "AE" underneath, is being re-introduced and will be issued on successful completion of the ITC at HMS Daedalus.

Because ratings will remain in the all-trade category until joining LRQC, a second version of the badge with a star above the basic device is also being introduced for wear by able rates.

DCI(RN) 291/92

## Cutty Sark sail set

THE 1993 Cutty Sark Tall Ships race will take place in the North Sea in July and August and applications to take part in the series are invited from Service crews.

The announcement points out that a "tall ship" is not necessarily one of the great square riggers. Any vessel in which at least half the crew are aged between 16 and 25, and which is over 30 feet waterline length, can enter, and there are many suitable yachts in service yacht clubs and at JSASTC.

DCI(JS) 98/92

be obtained from local RC chaplains.

DCI(JS) announcement dated Nov 20 1992

## Cutbacks cost deer

THE Services Branch of the British Deer Society was formed in 1979 as part of the MOD conservation programme. It is linked with the British Deer Society, a national association organised on a regional and area basis with members who are interested in deer and their welfare.

The Services branch has a substantial membership from a wide spectrum of ranks and ages, but redundancy is taking its toll and more recruits are sought.

Objects of the branch include providing a central point of contact for MOD personnel and their families who might be able to assist in observing and reporting on deer in their particular MOD areas.

Service personnel and MOD civilians who become regular members of the British Deer Society automatically become members of the Services Branch providing they register as detailed in the announcement.

DCI(Gen) 279/92

## Holbrook still open to all

UNTIL 1990, entry to the Royal Hospital School Holbrook, Suffolk, was restricted to the sons and grandsons of seafarers. Legislation was then amended to allow the school to become both open entry and co-education.

While the school is proud of its naval heritage — and the pupils wear naval uniform for formal occasions — it is equally proud of its academic achievements and forward-looking curriculum. Some pupils leave on completion of their GCSE studies to further their careers elsewhere, but most continue on to the sixth form to follow an Advanced Level course. The school offers 18 different subjects at A level.

The school has some 60 acres of playing fields, two squash courts, a large gymnasium and swimming pool. There are also

extensive sailing facilities. A new library complex was built in 1986 and the Jellicoe Design Centre was recently opened by the Duke of York. There is specialist tuition for children with musical interests, and a wide range of extra-curricular activities.

Entry to the school is at age 11, 12, 13 and 16.

The school is owned and subsidised by the Greenwich Hospital, a Crown charity under the trusteeship of the Defence Secretary and managed by the Admiralty Board. Fees are directly related to the Services Boarding School Allowance. For the children of parents who have left the Service, or for the grandchildren of seafarers, who are not entitled to the allowance, fees are charged on a sliding scale based on parents' income.

DCI (Gen announcement dated Nov 6 1992

## Weekender at Lourdes

THE 35th International Military Pilgrimage to Lourdes will take place over the weekend of May 14-17. This pilgrimage attracts many thousands of Service personnel and their families from all over Europe and beyond and, although intended primarily for Catholic personnel, all denominations are welcome.

Additional information may

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**NN Navy News**





# An historic super saver

VISITORS to Portsmouth's Historic Dockyard can now buy a Super Saver ticket to cover all four attractions.

In response to demand, the Super Saver will admit visitors to HMS Victory, the Tudor warship Mary Rose, the Vic-

torian ironclad HMS Warrior and the Royal Naval Museum.

The combined ticket offers a greater flexibility and allows more time to be spent at each ship or museum. It is valid for 12 months from the date of purchase and visitors can return at any time they choose to complete their tour of all the attractions.

The new Super Saver adult ticket costs £10.50 (a saving of £1.50) while senior citizens, children and students also benefit from concessions. Family groups of two adults and up to four children can have a day out for £27.50, almost half the normal price.

Despite the recession which has hit the tourism industry HMS Victory welcomed 400,000 visitors last year, an increase of over three per cent. on 1991.

## WHAT A GAS

THE Royal Navy winner of the British Gas Energy Efficiency Award for 1992 was the Hydrographic Office, in Taunton — the first time a Defence Support Agency has won the award.

For their efforts the Hydrographer Rear-Admiral Myres received a trophy, a plaque and £1,000 for establishment funds from the Under Secretary of State for Defence, Viscount Cranborne at a ceremony at RNC Greenwich.

The Hydrographic Office exceeded the annual three per cent ministerial target of reducing energy consumption over five years by a further two per cent, resulting in a saving in cash terms in excess of £11,000.

The judges also considered that both HM naval base Portsmouth and RN air station Yeovilton should receive highly commended awards in the form of a plaque.

## Naval observers do the Continental

STUDENT observers from 59 Basic Observer course based at 750 Squadron, RN air station Culdrose, have taken part in a Long Range Continental Navigation Exercise in Berlin.

The T2 fixed-wing Jetstream aircraft flew into the US Air Force base at Templehof for the exercise which was the culmination of the diffi-

cult and intensive 32-week course, testing all the skills the students had learnt during training.

The students have now moved on to further Advanced Flying Training at 706 or 849 NAS at RN air station Culdrose and 702 NAS at Portland.

## Yacht rescue award



PICTURED receiving a special 1992 Silk Cut National Rescue Award from Sir Peter de la Billiere is LACMN Brian Buggins from 772 Squadron, RN air station Portland.

LACMN Buggins was presented with the award for his outstanding courage in saving the yacht Sandpiper during a Force Nine storm last August.

When the Sandpiper ran into difficulties close to the notorious Kimmeridge Ledges, 15 miles east of Weymouth, LACMN Buggins was lowered on to the violently pitching deck of the tiny yacht where he found the skipper nursing a minor head injury and suffering from exhaustion while his female crew was too frightened to leave the cabin.

After helping for more than an hour in Force Nine winds he secured a towline to the yacht passed from the Weymouth Lifeboat and then organised the airlift of both crew.

The first transfer of the woman was uneventful but before the second transfer could be undertaken the yacht was hit by a large wave and the skipper washed overboard.

Without a moment's hesitation LACMN Buggins dived into the sea, swam to the casualty and both men were winched to safety.

Summing up his nomination the commanding officer of RN air station Portland Capt. Alistair Ross said: "Throughout the rescue LACMN Buggins displayed a high degree of professionalism, calmness and sound judgement. By diving into the sea in those conditions he also displayed extreme courage which, in all probability, saved the man's life."

## Supply project

ONE hundred and forty years on from the original launch of the ship Supply, the Royal Navy's Supply School at HMS Raleigh has commissioned a new training facility, a simulated ship's storeroom, also appropriately named Supply.

The storerooms are the culmination of a project which started two years ago and have been built from original equipment taken off HMS Bristol when she decommissioned.

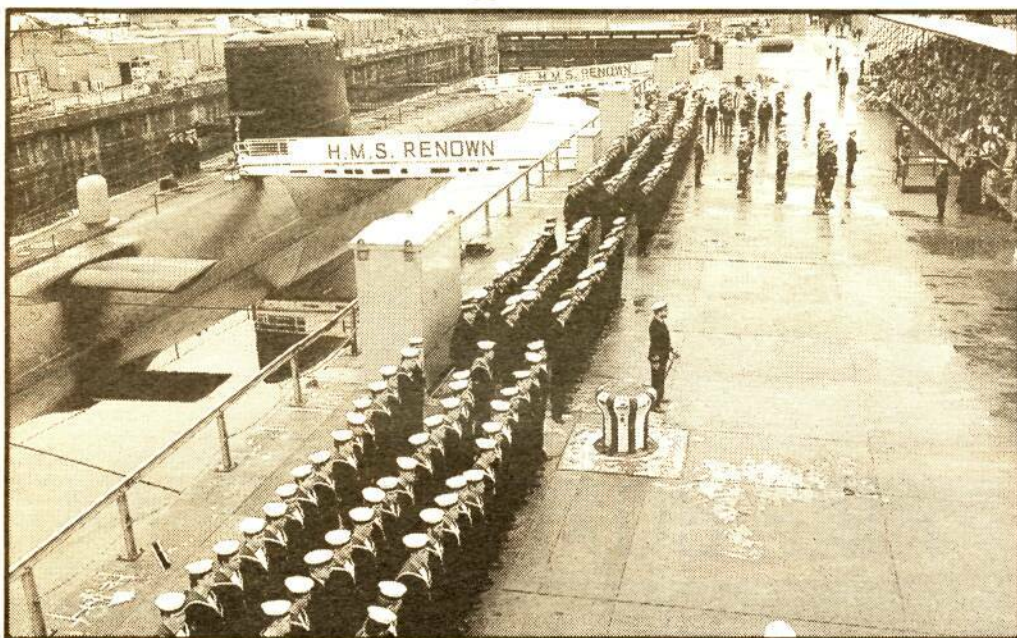
They are designed to simulate the storerooms of a sea-going ship and will give Stores Supply Ratings training experience in using them.

## Screen 2

TWO upstairs rooms in the Blue Lamp Coffee Bar, in HMS Nelson, have been officially opened by Commodore Roger Lowndes.

The Odeon Cinema (satellite TV and video room) and the library welcomed guests on the first anniversary of the official opening of the club.

## New edge to Renown's performance



TWENTY-FIVE years after she launched the HMS Renown, Lady Healey — whose husband Denis was then Secretary of State for Defence — attended the second Polaris submarine's rededication at Rosyth.

Lord and Lady Healey were there to see the traditional cake cut by the wives of the Port and Starboard commanding officers, Mrs Amanda Herman (left, assisted by 18-year-old Seaman Carl Cheshire) and Mrs Susan Morris, with Seaman David Wardman, also 18.

One of the swords used was presented to the submarine by Toye, Kenning and Spencer, an example of their 1989 design known as the Renown Sword, based on the original 150-year-old pattern.

It is now on display in the Wardroom and sails with the boat as she returns to operational service after a period in refit.



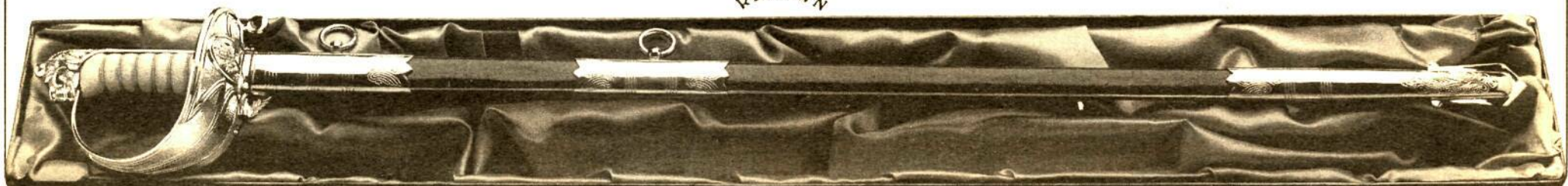
## ROYAL NAVY OFFICER'S SWORD AND SCABBARD

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stitched leather and gold plated furniture. The Sword and Scabbard together come in a blue, lined presentation box with gold blocked RENOWN name.

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\*MAKE SURE THIS MARK IS ON THE SWORD BLADE TO ENSURE THAT YOU HAVE A GENUINE RENOWN SWORD



## NO LAME EXCUSES I'LL BE THERE!

LIEUT.-Cdr. Colin de Mowbray blithely completed a Buckingham Palace questionnaire, stating he had no walking difficulty or physical disability to hamper him at the medal award ceremony at which he was to receive the MBE.

The following day, having sent the questionnaire off, his leg was badly broken in a cycling accident. Some days into his recovery, but still confined to a hospital bed, he ruefully amended his first response.

Colin, on FONA's Staff, Yeovilton, responsible for organising the Royal Naval Reserve (Air) Branch, was mobile in time for the investiture.

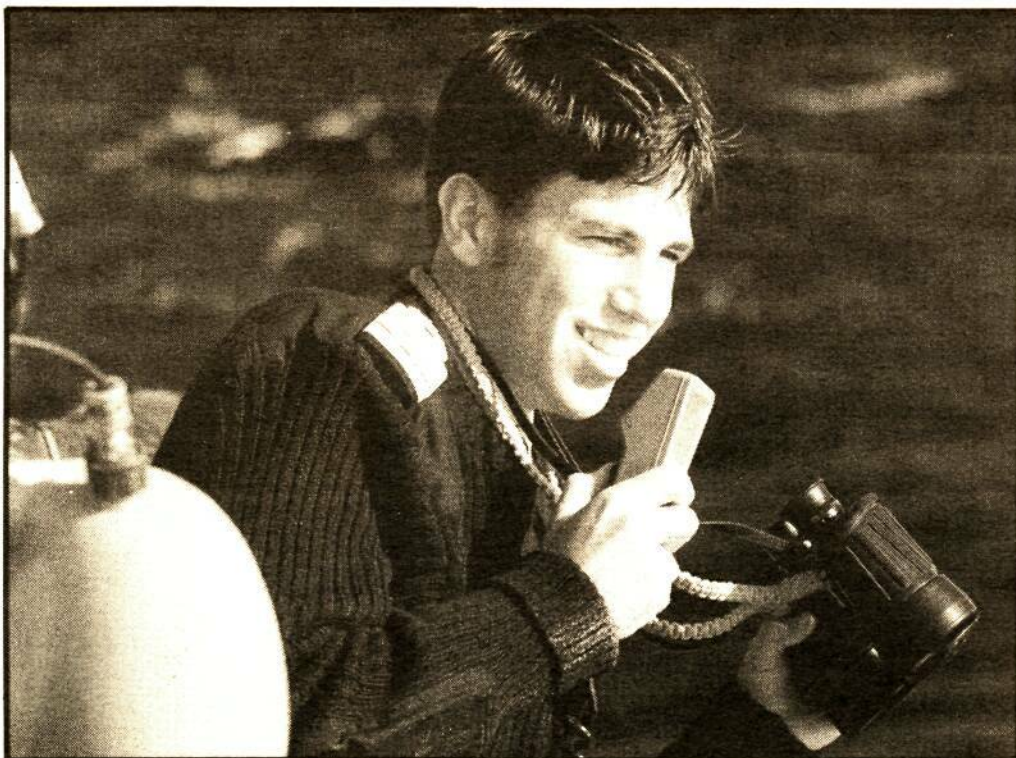
After the ceremony he said, "I was touched by the Queen's concern. Recipients normally withdraw by walking backwards. Seeing this might be difficult for me on crutches, she suggested that I turn and hobble off normally. 'No thank-you, Ma'am I've practised going astern!' Luckily I didn't fall over."

At the same ceremony, Colin's good naval friend of over 25 years, Cdr. Jeremy Hurlbutt, was awarded the OBE. Working in Bath, he is responsible for the procurement of seaman-ship equipment.

## Gongs all round

PO ANDY Thayer, who's known as Leo, of the Armament Systems Division at Boscombe Down, was treated to an unusual medal presentation ceremony.

He was presented with his Long Service and Good Conduct medal by Group Capt. Chris Lampard RAF Superintendent of Armament Division. At the same time his ASD colleagues Flt.-Lieut. Andy Day and Sgt. Mike Barncoat REME received Gulf War medals.



## Ben buys a commission for the day

HAVING bid the handsome sum of £72 for the privilege, AB(EW) Ben Rothwell became HMS Chatham's captain for a day during her return from Armilla deployment.

Command of the frigate had been auctioned in aid of one of Ben's messmates, JRO Neil Francis, tragically paralysed following an accident in a Dubai swimming pool.

As the real CO, Capt. Tony Hogg, demoted himself to Leading Seaman and "Captain's doggy", Ben assumed

command, presiding over Captain's Defaulters and driving the ship during a man overboard exercise.

"Capt. Rothwell" spent an evening relaxing in the captain's quarters, luxuriating in the captain's bath and throwing a dinner party, attended by fellow Man United fans and the CO's Leading Steward.



## People in the News



## MEET THY NEIGHBOUR

GETTING to know you — better late than never. CWEM(R) Bill Andrews and LReg James (Soapy) Watson both joined the Royal Navy at HMS St Vincent in Gosport as 15-year-olds; Bill in 1965 and Soapy three years later.

The two are now leaving the RN, finishing their Service careers at HMS St Vincent (Commcen Whitehall) in London.

The pair didn't know each other during their Navy careers until they met at Commcen, then discovering they'd not only joined at the same establishment but that their homes are just round the corner from each other in Plymouth.

● Commcen Whitehall was named HMS St Vincent in April 1992 after the closure of HMS St Vincent (Furse House).



## Go to the top of the class

CDRE Robert Fisher, Commandant of the Royal Naval Staff College, Greenwich, presented Sub-Lieut. Neville Bryce (below) with the 1991 Caledonia Prize.



Presented on behalf of the Captain HMS Sultan, the prize commemorates HMS Caledonia and is awarded annually to the ex-Caledonia apprentice who, as an SD(E)(ME) or (MESM) candidate, achieves the highest marks in the professional qualifying examination.

Neville, who was promoted in October, is currently on the nuclear reactor course in the Department of Nuclear Science and Technology at Greenwich. After further training, he will join his first nuclear submarine in August.

## PRIZE BOXERS



HMS Boxer's operations department Petty Officer Seamen think their seniority and sea service will take some beating.

Between them they've "clocked up" a total of 159 years service and have served in no fewer than 68 ships. Only 38 of the years have been spent shoreside, including all time on training courses. Can that be beaten?

HMS Boxer has just returned from the Orient 92 deployment.

The pyramid of POs, pictured by PO(Phot) Fez Parker, comprises (back row l-r) PO(SEA)(R) Andy Carter and PO(SEA)(S) Steve Rowe; (middle l-r) PO(SEA)(R) Ginge Plummer, PO(SEA)(R) Scouse Habib and PO(SEA)(S) Terry Whitty; (front l-r) POS(SEA) Charlie Drake, PO(SEA)(R) Harry Heaseman, PO(SEA)(S) George Forster and PO(SEA)(EW) Sting Wray.

## Write on Rachael

IT WAS smiles all round when WrenWtr Rachael Thomas, currently serving at the Royal Navy's School of Maritime Operations, HMS Dryad, was named Trainee Writer of the Year.



Rachael, who joined the Navy in April, was presented with her trophy by Mr Brian Emmence of the Royal Naval Writers Association. On hand to congratulate her was the captain of HMS Dryad, Capt. Peter Franklyn.



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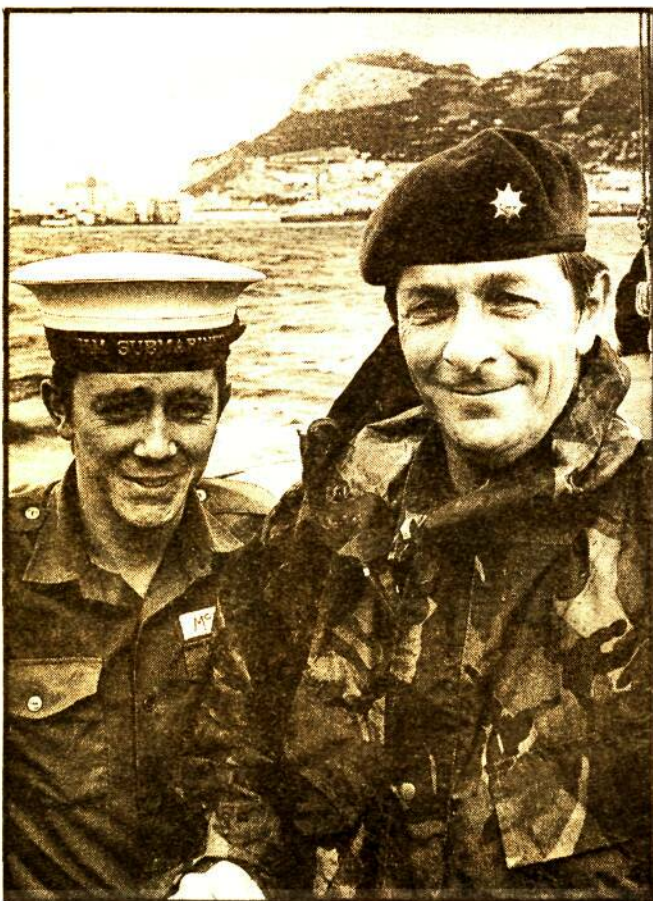
# RIVAL CREW HAS THE LAST LAUGH

WHEN AEM Scott Barnett (Culdrose) won a place in the Tall Ships Race through the Lloyds Bank Award for Endeavour he thought he was in for a holiday — but although the voyage proved anything but a cushy number, he rated it an experience of a lifetime.

Scott joined the 300 ton, three-masted topsail schooner, Sir Winston Churchill, in Finland. Seventy-two ships took part in the race, including STS Sir Winston Churchill's sister ship, STS Malcolm Miller, which had an all-female crew. During Scott's leg of the Tall Ships Race, the Sir Winston

Churchill answered a mayday call 10 miles from the finish, but she still reached Kiel in fourth place.

There in port to greet her was the Malcolm Miller, complete with banner in the rigging reading "Gone to town — your dinner's in the oven. The Girls."



## Land-lubber puts to sea

WHEN HM Submarine Talent steamed into Gibraltar for a visit, one of her crew was most surprised to find that he knew the reception committee rather well.

AB Brian McDonnell was greeted by none other than his father, Maj. Brian McDonnell of the Royal Anglian Regiment. Brian Snr, who is a Staff Officer at Headquarters British Forces Gibraltar, went out in the pilot boat to greet the submarine.

"I knew my dad was on the Rock," said Brian Jnr. "But I honestly did not expect him to come on board while we were at sea — he much prefers to have both feet firmly on dry

land!"

### Rock roles

PO(R) Steve White and LA Dave Thexton have received Herbert Lott Awards from Cdr. Mike Hawke, commanding officer of HMS Rooke. Steve's recognised his part in reorganising the Gibraltar Small Boat Section and Dave's his role in forming the Joint Service Photographic Section on the Rock.

## MODESTY WON'T WASH

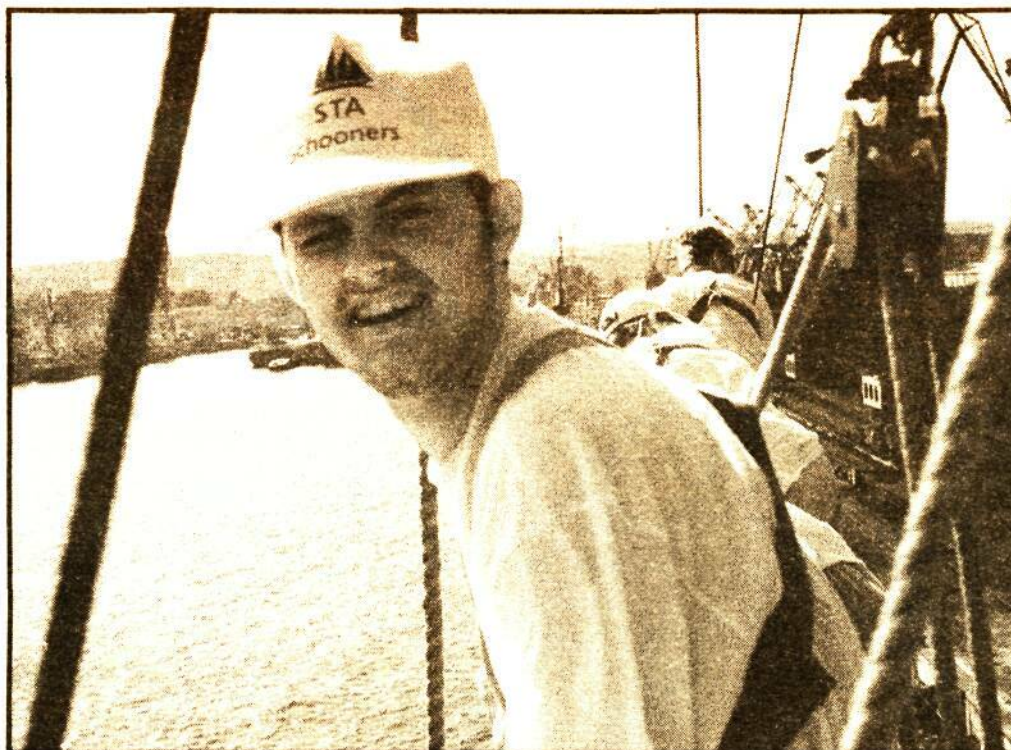
NOT just white but Brilliant white, as the soap powder ads say — and Brilliant white is the standard set by HMS Brilliant's laundry crew, Mr Kang Shik Ming and his No. 2, Mr Chow Shing Tai.

The pair have been presented with their Gulf Campaign Medals by the commanding officer of the Brilliant, Capt. James Burnell-Nugent.

Mr Kang started as a laundryman in 1953 when he joined the submarine depot ship HMS Tyne, based in Singapore. He became a contractor in the early 70s and now provides laundry services for nine ships.

This latest decoration is his fourth medal since joining HMS Brilliant from build in 1981. He received the BEM for services in the South Atlantic Campaign.

Mr Chow has been a laundryman for a mere 20 years. He joined HMS Brilliant in 1985.



## NICE WORK

AS PART of HMS Drake's commitment to implementing the Food Safety Act 1990, a number of catering personnel have successfully undergone training and examination through Plymouth College of Further Education.

Mr John Mayling, the college's assistant principal, presented Institute of Environmental Health Officers' Intermediate and advanced certificates to the successful candidates, seven of whom achieved credit passes at intermediate level.

Those receiving certificates were Lieut. Fred Ackerman, WO Frank Gray, WO John Wills, WO R. Page, CPO Josh Bostock, PO Brendan Mizzi, PO Dave Galpin, PO Jed Stone, CPO Phil Young and PO Colin Potter.

□ □ □

A MONTH spent in Barbados on an exchange project was one of the highlights ALS(M) John Pollard's experiences in working towards his Duke of Edinburgh's Gold Award.

John, based in HMS Kent, Whale Island, also got to grips with the sports of clay pigeon shooting and badminton and completed a four-day hike across Dartmoor on his way to striking gold.

He fulfilled the Service section of the award scheme by helping at a PHAB (physically handicapped and able bodied) Club.

□ □ □

AB(M) Jan Lockett and AB(SR) Russ Russel were surprised to receive Herbert Lott Awards from Captain Hydrographic Surveying Squadron, Capt. Rodney Browne during his recent visit to HMS Beagle.

These recognised the outstanding efforts of the pair in mending a tide gauge in the Scilly Isles while the ship was some 100 nautical miles to the north surveying in the Celtic Sea.

During the surveying operation, the ship must rely on a tidewatcher to read the tides in the Scilly Isles. Despite very poor weather, Jan and Russ worked through the night to repair the gauge, and this meant that the Beagle could remain on the survey ground.

## Reasonable suspicion



TWO Petty Officers from the air engineering department at RN air station Culdrose felt the long arm of the law recently — but it was extended in congratulation.

POs Tony Willis and Andy Shovelar, pictured either side of Chief Superintendent Eddie Hallett at Camborne Police Station in Corn-

wall, have been honoured for good citizenship.

Having seen a man acting suspiciously in a shop, they challenged and detained him. He was later successfully prosecuted for a number of offences of theft.

The commendations came from the Chief Constable of Devon and Cornwall, Mr John Evans.

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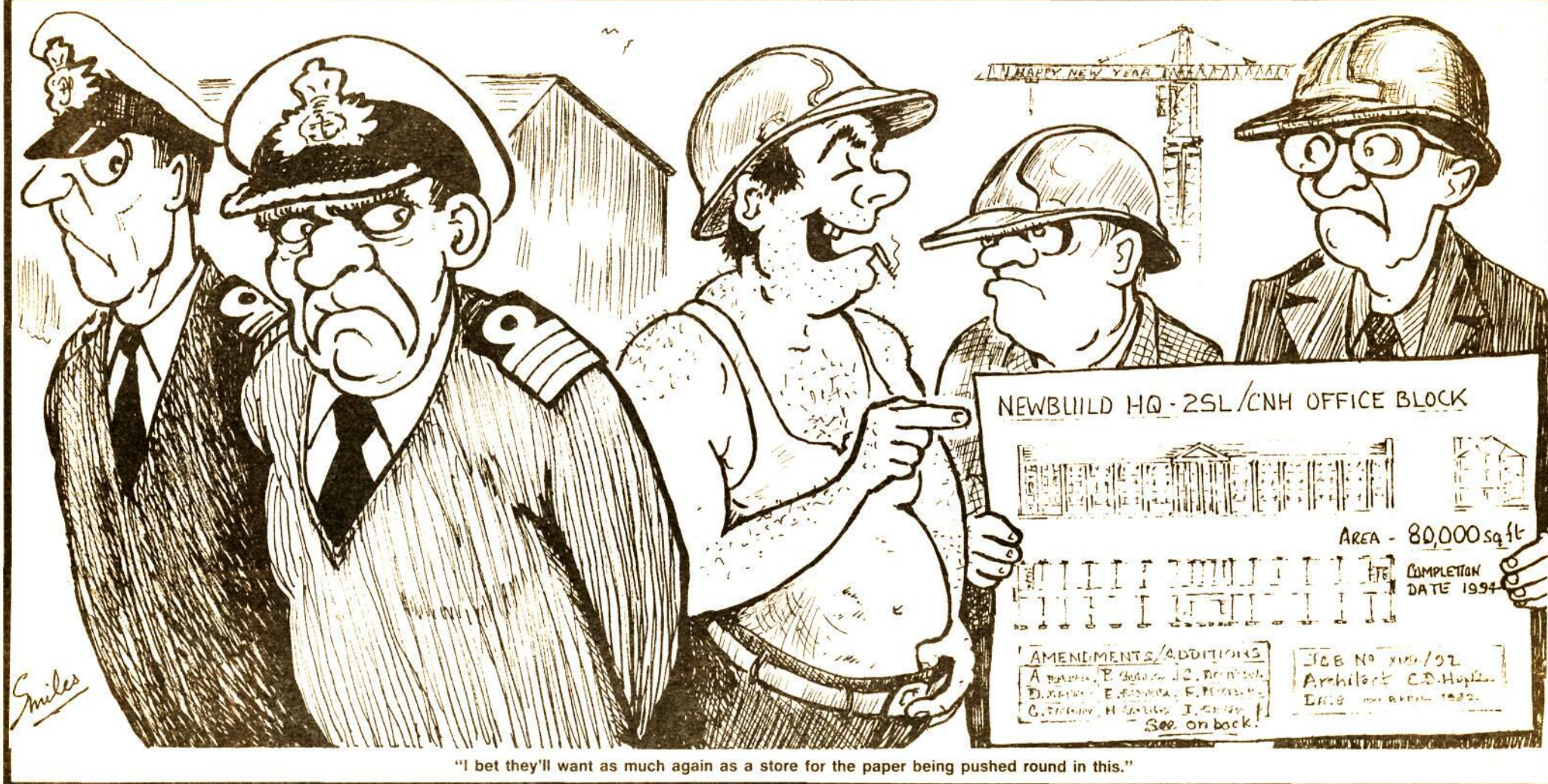
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## NEWSVIEW

### Keeping an eye on jobs and pay

SINCE last month's edition, the outcome of Phase 2 of the Royal Navy's redundancy programme has become known and, in large measure, targets were achieved by voluntary means.

There were, however, some people dismayed to find themselves facing the prospect of compulsory redundancy — in all, 69 officers and 80 ratings were "non volunteers".

Despite these comparatively small numbers in today's cold world of job losses, they represent inevitable hurt on an individual basis, not to mention a possibly problematical future. Colleagues who remain will hope that all who leave, voluntarily or compulsorily, find that the maximum guidance available, personal determination — and an upturn in the jobs market — will lead to further career opportunities.

#### Resignation

This column also touched last month on pay limitations imposed on the public sector, including the Forces. Some will now have read reports that a senior member of the Armed Forces Pay Review Body, which was asked not to make military salary recommendations for 1993-94, has tendered his resignation.

He says he feels the Review Body (which consists of volunteers) has been "undermined" and that the Forces, who depend on it to give objective advice, will feel let down. While accepting the Government's right to decide the level of Service pay, he believes that AFPRB members have been made to look "subservient", not independent.

It has been stated that the Government wishes the AFPRB to resume its full role for next year. Doubtless, personnel with the opportunity to meet Review Body members on their visits will support these sentiments in forceful Service style and in the expectation that this is simply a "hiccup" in a procedure which has served well.

Meanwhile, as the uncertainties of Service reorganisation and restructuring continue into a new year — much of it the result of the disappearance of the "certainties" of the cold war — the dangers and disasters of a wicked world remain only too apparent. So does the need for a strong Service — and for the hard work, loyalty and commitment which have long been its proud hallmark even in the most difficult of times.

# Work starts on Portsmouth HQ

**CONSTRUCTION work has started on the three-storey complex which will provide 80,000 square feet of offices in a neo-classical building which is to become Headquarters of the new Second Sea Lord/Commander-in-Chief Naval Home Command organisation.**

Harmonising with its historic surroundings and opposite the Parade in Portsmouth Naval Base, the building (artist's impression below) represents the first major development within the dockyard conservation area for over 200 years.

#### Excavation work

The task of clearing the site, which began in October, involved demolition of four industrial buildings. Although none were of historic significance or architectural merit, English Heritage have continued to monitor excavation work.

The new HQ is scheduled to be fully operational by the end of March 1994 and will combine res-

ponsibility for personnel matters throughout the Service with the direction of the affairs of Naval Home Command in support of the Fleet, and some other defence-related activities.

The decision to merge the two organisations forms part of the slimming down and restructuring plans for MOD HQ, and aims to increase efficiency and enable operating economies to be achieved.

#### Restructuring

All members of the staffs of the two organisations will be significantly affected in the establishing of the new organisation, whose advantages include the benefits of dealing with a single authority.

About 100 fewer people will be

needed than are currently employed in the two separate organisations. When the savings associated with disposal of London offices and other items are added, this change alone reduces costs by more than £30 million over the next ten years.

#### Organisations

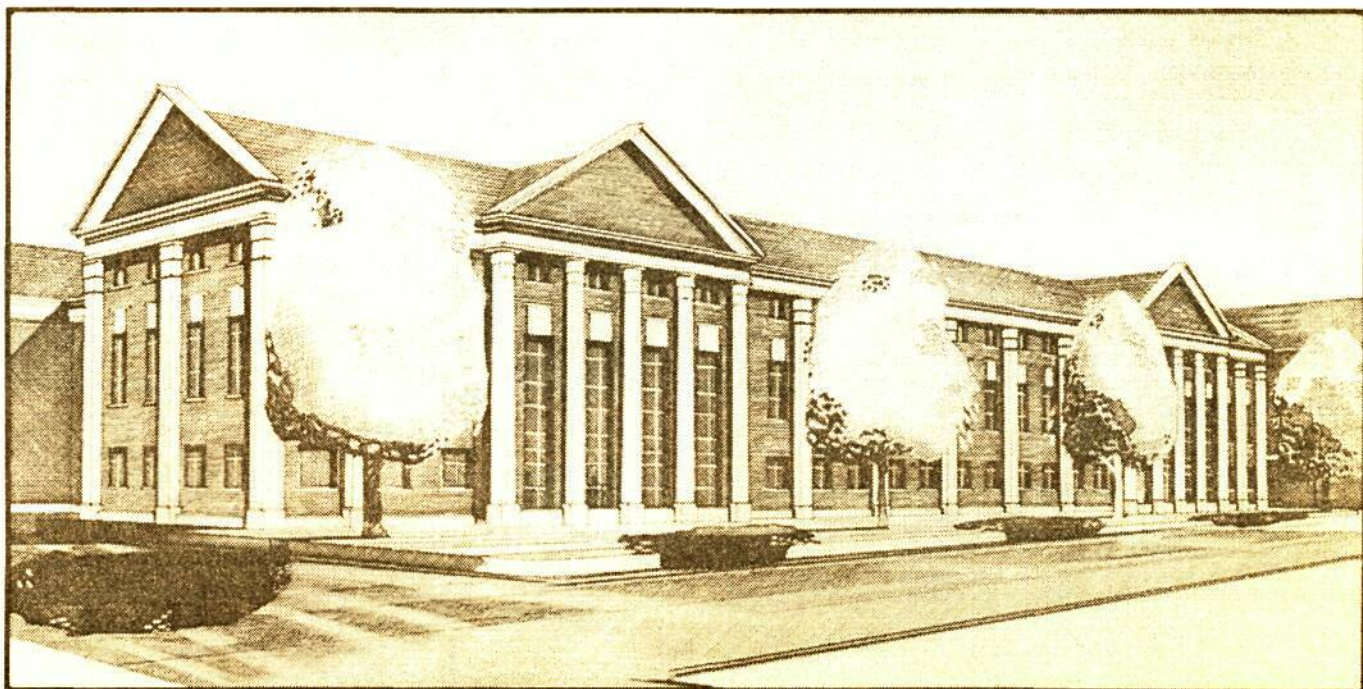
Meanwhile, detailed work continues on the major task of integration of the two organisations for its establishment early next year in its purpose-built headquarters.

Scheduled too to be established by April 1994 — in the Bath area — is the new Naval Support Command, under Chief of Fleet Support.

A new Headquarters for the Royal Marines will be set up in Portsmouth in April this year, initially in interim accommodation in Creasy Block at HMS Nelson's Gunwharf site, moving to new offices to be built on Whale Island by mid-to-late 1994.



**ACCOMPANIED** by Mr. Stuart Waring, chairman of the construction company, Admiral Sir John Kerr, Commander-in-Chief Naval Home Command, tries his hand at pouring concrete into the foundations of the Headquarters now being built for the new Second Sea Lord/CINNAVHOME organisation.





# London bridges the Gulf during Allied operations

**BURGERS, croissants, chips and vodka were on the menu for the ship's company of HMS London when she led a flotilla of multi-national ships during GULFEX XV.**

HMS London, under the command of Capt. Mark Stanhope, was faced with the task of planning and running the latest in a series of exercises shortly after relieving HMS Chatham as the RN's on-station warship in the Arabian Gulf. The exercises usually last three days, attracting participants from all the Navies operating in support of UN sanctions against Iraq.

The aim of GULFEX XV was to develop procedures for conducting combined operations between the British, French, American and Russian Navies and as such was unique in that no other exercise has attempted to integrate the Russian Navy with so many other nationalities since the collapse of the former Soviet Union and the Warsaw pact.

Personnel exchanges between the ships proved to be popular. Officers, senior rates and junior rates from HMS London made the most of the chance to spend some time living and working with

their counterparts during a series of overnight visits to other ships. HMS London in turn welcomed on board sailors from the French frigate FS Georges Leygues, the American Knox Class frigate USS Fanning and the Russian Udaloy Class anti-submarine destroyer The Admiral Vinogradov.

Not surprisingly the French ship was voted as having the best food while the Russian vodka posed its own particular challenge!

While on passage to take up duty in the Gulf HMS London also conducted a series of Passex exercises with Allied Navies as she crossed the Mediterranean.

As part of the ship's NBC training these included a RAS with the US tanker Detroit in full protective clothing. The RAS was conducted simultaneously with the USS Philippine Sea while Sea Knight helicopters from the Detroit took the opportunity to join the three-ship formation while they were flying.



**HIGHLIGHT** of the helicopter exercises during Gulfex XV took place when HMS London's Lynx carried out deck landing practice on the Russian Udaloy Class anti-submarine destroyer The Admiral Vinogradov, while one of the Russian's two Helix helicopters did the same on the London (pictured above).

HMS London's Flight Deck Officer CWM(O) Kevin O'Reilly was particularly sur-

prised to see the Russian Helix sporting a collection of Fly Navy stickers on its nose when he brought it in to land for the first time!

Meanwhile, pictured left, a Short Eared owl passed up the chance to go to sea in a beautiful pea-green boat and hitched a lift on a grey-coloured frigate instead.

The non-paying guest stayed on board HMS London for four days during the ship's transit of the Red Sea en route to the Gulf.



## Sir-cumference



**WITH Options for Change and the announcement of redundancies in the Navy, some recently recruited sailors and Wrens can still manage a smile.**

Commanding Officer of HMS Daedalus, Capt. David Newberry, is pictured surrounded by proud ratings who have just completed their initial training and who will soon be embarking on their careers in naval engineering.

Picture: CPO(Phot) Stuart Antrobus.

## REUNIONS SEVEN DAYS A WEEK.

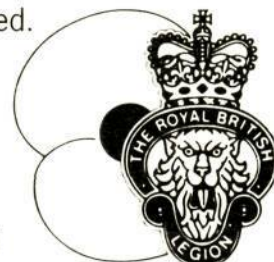
For some, the thought of leaving the forces is a daunting prospect. How will you cope leaving behind old haunts, old routines not to mention old mates? Fortunately, there's a way to keep in touch with the past and look to the future – The Royal British Legion.

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▲ Above, perfect positioning for two Sea Harriers of 801 NAS — an entry by POA(Phot) Joe Mercer, entitled "Nigh Noon."

Below, Peregrine Trophy winner, POA(Phot) Dizzy De Silva of 42 Cdo RM and two of the pictures from his portfolio — above, Sea King pick-up in the snows of Northern Norway: left, tropical shower for Cpl Taff Williams, Mortars Troop Support Company, during 40 Cdo exercises on the island of Curacao in the West Indies.



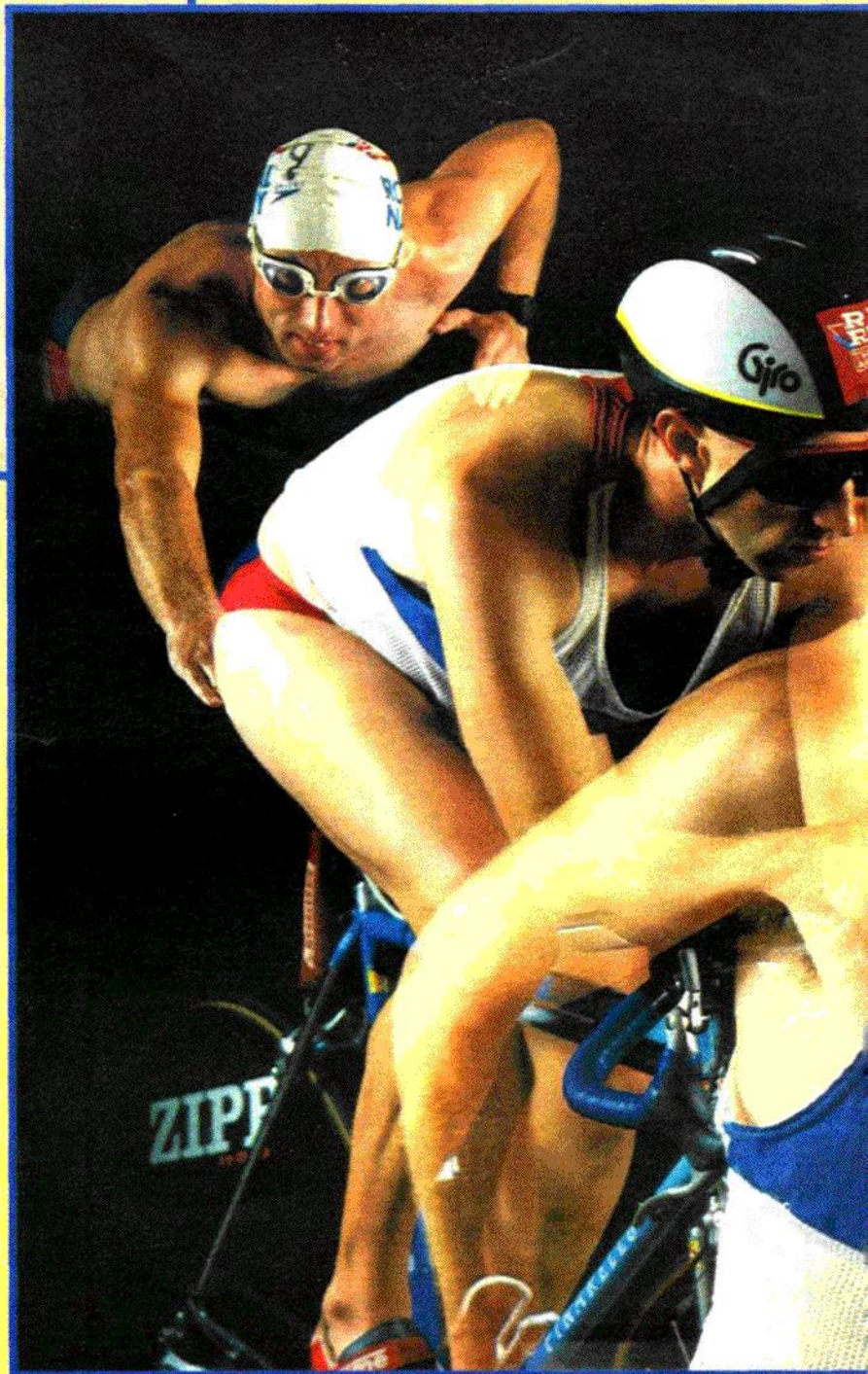
# TOP PIC

THE wide variety of pictures entered in this year's skills of the Royal Navy's Photographic Branch. Split-second timing, required for air-to-air shots, weather, underwater shots, and creative studio art. 350 photographs entered.

The pictures are also a most effective showcase of marines shown at work and play, from the Caribbean to the Arctic.

The competition was judged by Mike Riches, Chairman of the Press Association, Ken Bray, President of the British Institute of Professional Photography, and Nicholas Harris, and the awards were presented to winners at a London reception by Archie Hamilton, Minister for the Armed Forces.

The Peregrine Trophy, awarded for the best portfolio of six prints.



## PEREGRINE TROPHY RESULTS

**WINNER** of the Peregrine Trophy with the best portfolio of six prints.

POA(Phot) Dizzy De Silva, 40 Cdo

**Maritime Trophy**

POA(Phot) Chris North, HMS Ark Royal

**Royal Marines Portfolio**

LA(Phot) Lou Lewis, 42 Cdo

**"Personnel at Work" category**

POA(Phot) Fez Parker, FOSF Photo Unit

**Individual awards**

**Colour**

1. POA(Phot) Chris North, HMS Ark Royal

2. POA(Phot) Fez Parker, FOSF Photo Unit

3. LA(Phot) Tony Power, FOSF Photo Unit

**Monochrome**

1. LA(Phot) Lewis, 42 Cdo

2. LWREN(Phot) Dee Hepple, HMS Invincible

3. LA(Phot) Dave Coombs, FOSF Photo Unit

The results and winning pictures from the RN/VSEL Photographic Competition for the Navy's amateur photographers will be published in next month's Navy News.





# CTURES OF THE YEAR

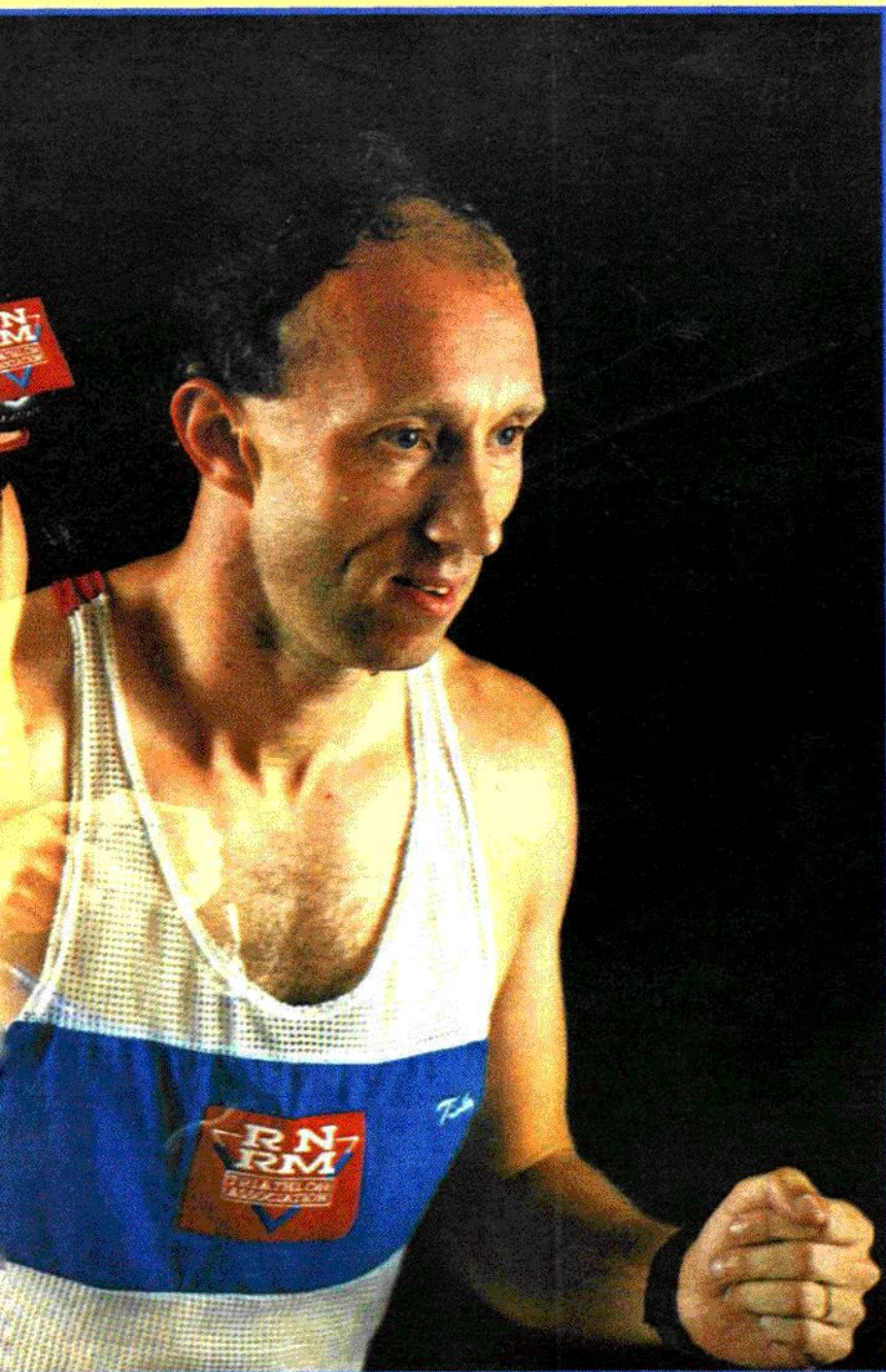
Peregrine Trophy Competition vividly shows off the many talents and

of high speed jets, critical exposure in poor lighting and inclement and darkroom work are just some aspects of the work illustrated in the

se for the Navy's variety of activities, world-wide, with sailors and obean to the polar regions, from the Far East to Portsmouth.

of Pic- six pictures from a photographic unit, went to POA(Phot) "Dizzy" De Silva, serving as unit photographer for 40 Com- mando Royal Marines.

POA(Phot) Chris North of HMS Ark Royal gained the Best Colour Award (the winning photograph is shown on the front page) and he also won the Maritime Trophy for the best picture of a ship or aircraft.



Above, a Sea King of 820 NAS hovers above HMS Unseen during stormy weather in the South West approaches. This picture, by POA(Phot) Chris North (inset) of HMS Ark Royal, gained the Maritime Trophy for the best ship/aircraft photograph.



Above, combining studio and darkroom techniques, LA(Phot) Tony Power's picture (third, colour section) features CPOMT(P) Pat Dunleavy performing the three sports that comprise the triathlon, swimming, cycling and running.

**Danger — "Personnel at Work."** This category was won by POA(Phot) Fez Parker of FOSF Photo Unit with his shot (right) of LS Steve Lewis, ship's diver of HMS Boxer, examining the ship's propellers whilst at anchor off Cyprus.

Highly commended in this class was LA(Phot) Paul Smith's picture (left) of night operations at RNAS Culdrose, with a Gazelle helicopter of 705 NAS preparing for lift-off.





# GUTS APLENTY BUT DON'T EXPECT TACT

A MAVERICK at War is Sharkey Ward's subtitle to a highly personal account of his experiences flying a *Sea Harrier Over The Falklands* (Leo Cooper £15.99).

Mavericks are defined in the dictionary as unorthodox or independent-minded persons. The original Maverick was a Texas cattle owner who would not brand his beef — and after reading this book Admiral Sandy Woodward might be excused for wishing to apply a hot iron to the hide of one of his advisers on the direction of the air war.

There is no doubting Cdr. Ward's skill and courage — he flew over 60 missions, himself scoring three air-to-air kills, was the Task Force's leading night pilot and was decorated with the Distinguished Service Cross.

But as with so many other distinguished fighter pilots — Douglas Bader comes to mind — there is a hotly abrasive edge to him that makes for difficult company. Diplomacy is not their strong suit

— no wonder they are at their best in the air, alone, with plenty of space in which to work off their frustrations.

Significantly, Ward feels he was "strong enough a character to influence events on the surface as well as in the air." Now he suggests that tactics used in deploying his Harrier screen may have played a part in the loss of HMS Sheffield (although there were only 20 aircraft available to counter an Argentine force ten times as big) and furthermore that this might also have contributed to the destruction of the Ardent and the Coventry.

A reference to an earlier stage of his career — there is a drunken party that leads to a car smash and a flirtation with a pretty nurse — has a familiar ring; Ward sounds just like some of the fledgling "Few" of 40 years before.

His opinions of the hierarchy that was to direct the war of 1982 are not informed by the restraint that comes with maturity either — Woodward

may have been a submariner but he himself has admitted he was "not really used to airfields" and in the whole of this book he is mentioned directly only two or three times so if he "did not have much time for aviators or aviation", as Ward suggests, then Ward doesn't seem to have had much time for him either, in which case it would be hardly surprising if he felt his own role was not sufficiently appreciated.

This may or may not be the case — and it is a pity that such an undeniably compelling read should be so shot through with a catalogue of personal slights — and bitterness at the RAF in claiming so much of the credit for the air war, when he feels their role to have been almost negligible.

Too often, also, "Mr Sea Harrier's" perceptions of the action in the South Atlantic seem to betray an enjoyment of its savagery. When the Invincible's Sea Dart mounting comes to life on the day Atlantic Conveyor was set ablaze "it was to be the

most impressive sight of the war for me, better even than watching Mirages blow up in the sky."

This is the testimony of a controversial character — many of the criticisms packed into his story may well be valid, but he did not have the manner to make them stick.

But one should not judge a modern fighter pilot's character without appreciating the pressures he comes under — his steed is indeed a highly expensive "national resource" compared with the production line aircraft of the world wars.

Ward appends an excellent "Layman's Guide to Fighter Combat", in which the speed-dictated tactics of the dog fight are shown to justify "shooting your opponent in the back."

"No quarter" is the watchword of this game — and the first rule is to know your aircraft and weapons systems backwards. Sharkey Ward did — and future generations of pilots will study him with care.

— JFA

## Watch the birdie

THIS crowned crane photographed by LA(Phot) Steve Saywell was the winning photograph in the Royal Naval Birdwatching Society Competition.

Currently serving at Flag Officer Surface Flotilla Photographic Unit, Steve won an engraved glass goblet and a year's subscription to the RNBS's "Sea Swallow".

If you are a keen ornithologist and would like to know more about the society, please write to the Secretary, P. J. S. Smith, 19 Downlands Way, South Wonston, Winchester SO21 3HS.



## MOVIES FULL OF MENACE



Above: Bridget Fonda as Allison and Jennifer Jason Leigh as Hedra star in the psychological thriller *Single White Female*.

HARRISON Ford, that most down-to-earth of superstars, rounds off a hat-trick of heroes this month with the release of *Patriot Games*. After his Han Solo in the *Star Wars* films and Indiana Jones in the Spielberg blockbusters, Ford has signed up to play Jack Ryan, the CIA analyst of Tom Clancy's series of best-selling novels.

*Patriot Games* is first off the production line and turns out to be a variation on the recent *Cape Fear*, with another American family menaced by a berserk killer. In this case, an IRA hit-man swears vengeance after Ford kills his brother during a bungled kidnap attempt.

The film incorporates much authentic-seeming technology, notably in a brilliant sequence showing a raid on a terrorist camp as seen through the lens of a spy satellite — before finally opting for good, old-fashioned melodrama, Indiana Jones-style, with hand-to-hand combat aboard blazing speedboats and so on. Further Ryan exploits will be reaching us idc.

Incidentally, the film's producers found themselves in hot water in the USA, where various parties objected to the "reactionary" portrayal of the IRA and the presentation of that organisation in insufficiently heroic terms. Discuss, with appropriate adjectives.

*Single White Female* presents a nightmare scenario for anyone on the lookout for

a flatmate. Successful computer programmer Allie urgently needs someone to share her expensive New

### Screen Scene

York apartment after she ejects a two-timing boyfriend. The likeable, rather mousey Hedy seems ideal and duly moves in ... but hints that little Hedy may be a touch eccentric escalate until it becomes clear that in fact she's a raving psychopath with a history of homicide and Allie is in big trouble.

The last thirty minutes or so are memorably nerve-racking. Allie and Hedy are played, respectively, by Bridget Fonda and Jennifer Jason Leigh and very well played too.

*Strictly Ballroom* is an Australian success story, a tongue-in-cheek compendium of clichés (the underdog who bucks the system, the ugly duckling who turns into a swan) which might be described as a reworking of that hit from a few years back *Dirty Dancing*, done in the style of a Christmas pantomime.

Against the background of the District Ballroom Dance Championships, the film tells of Scott, disgraced and partnerless after deviating from the prescribed choreography and Fran, the bespectacled, put-upon dogbody. Are the two of them going to get together? Is Fran going to blossom? Will they triumph in the Grand Finale? Is the Sydney Opera House in Sydney? Does Matilda know how to waltz?

There's a real curiosity among the recent video releases. *The Inner Circle* is set against the familiar background of life in Russia during the Stalinist purges of the 1930s. However, the film provides a different take on events by showing them through the eyes of the Kremlin film projectionist (a performance of barely controlled hysteria from Tom Hulce), who moves between the comfort and luxury enjoyed by the "inner circle" of the title and the violence and precariousness of life outside it. Bob Hoskins contributes a chilling cameo as Beria, the KGB chief, destined for the firing squad himself as the wheel of oppression turns.

— Bob Baker

## Navy News

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# A timely win for Goliath over troublesome David

TWO exceptionally fine technical studies just released by Conway Maritime will settle any lingering doubts model makers may have over how to spend their Christmas book tokens.

Both retail at £25 — good value for products of this quality.

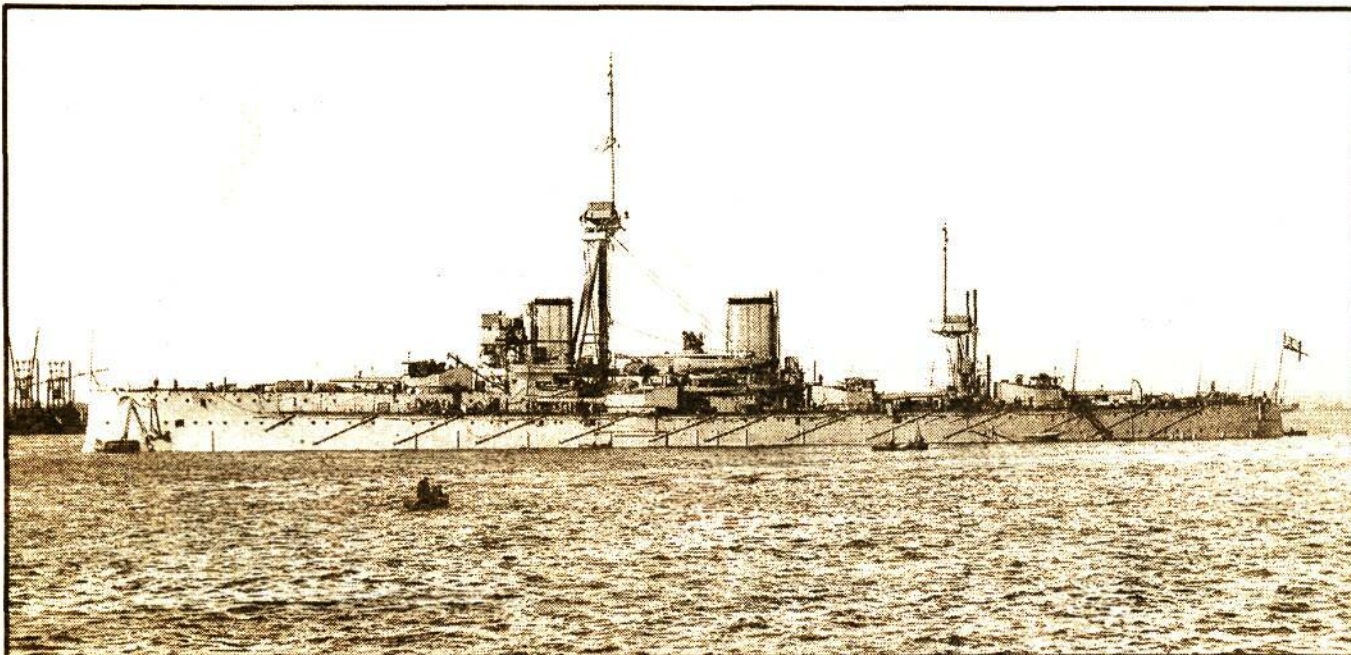
Latest Anatomy of the Ship is **The Battleship Dreadnought** by John Roberts, who set the standard for the first of the series with his work on HMS Hood. This one is easily the most detailed and impressive so far, however, with over 650 drawings and 40 photographs accompanying a useful outline history of the most famous revolutionary warship design of all.

Built at Portsmouth in 14 months — a record that has never been equalled — Dreadnought's fame rests almost entirely on her novelty of construction and her awesome potential, for the first of the all big gun battleships never got the chance to test her firepower against her enemy counterparts, being in refit at the time of Jutland.

She was, however, the only battleship ever to sink a submarine — an ironic triumph of Goliath over David, for her victim, rammed and sunk in the North Sea on 18 March 1915, was Otto Weddigen's U 29, which spectacularly destroyed the cruisers Aboukir, Cressy, Hogue and Hawke at the beginning of the war.

## Proposal

Perhaps even more revolutionary — and risky — than her design was the proposal to adopt Parsons turbines, which at the time had hardly been tested. Indeed secondary high pressure turbines fitted specially to provide economic use of



HMS Dreadnought in January 1907, just prior to sailing on her experimental cruise.

Picture — Public Record Office

steam at cruising speeds were eventually found to be redundant and represented dead weight that she would carry for almost the whole of her career.

The second title deals with another landmark of ship construction. In the heyday of sail the major revolution came with the introduction of a radical new type of cruising ship, the frigate.

## Specific

Robert Gardiner was editorial director of Conway for 15 years and launched the Anatomy series — but although he has published a good deal of original research in the field of sailing warship design **The First Frigates** is his own first book. It is designed to be the first in a new series outlining the development of specific ship types, based on the huge — and oddly

under-utilised — collection of plans at the National Maritime Museum.

Here he deals with 9 and 12 pdr frigates of 1748-1815, offering some interesting side-lights on the old question of the supposed superiority of French designs. Early on, the Navy Board conceded the inferior sailing qualities of the British two-deckers — but insisted they were "better ships of war" because they carried a heavier weight of metal and did not have a large proportion of their crews exposed to enemy fire on open and lightly built upperworks.

Also from Conway is the 16th edition of **Warship**, (price £24) the highly informed and varied annual comprising essays by well-known authorities on design, development and service history of the world's combat ships.

As ever, obscure but intriguing backwaters figure strongly — Romanian Second World War submarine operations, shipboard balloons and the Swedish Sverige class of coastal defence ships are typical of the range.

## Unwilling

These last were introduced by public demand. David G. Harris reminds us that never before or since 1912 has a western nation's citizenry used mass demonstrations, including a march on a royal palace, to force an unwilling government to strengthen naval defences — certainly such a degree of public support for extra cash for warships seems unlikely in the present context.

More incredibly still, the nervous Swedes' agitations caused the fall of the government and

initiated public subscriptions that more than covered construction costs for the first of the heavily armed vessels that would be the kernel of their fleet for a quarter of a century.

Elsewhere, in a review of the events of May 1991-May 1992 which features the potentially far-reaching consequences of the collapse of Soviet communism and the major arms procurement initiated by Iran, Ian Sturton observes that increased defence spending appears to be more the consequence of economic growth than of a conscious arms race.

It is worth noting, he says, that Japanese GNP, already more than half that of the USA, is likely to grow to 75 per cent by 2000, when other industrialising Asian nations will be overhauling Western Europe.

— JFA

## Naughty but nice

ON September 3 1939 fear of immediate large-scale bombing led the Lord Chamberlain to close all cinemas and theatres in Britain. Less than a fortnight later they were open again — together with an edict that all key actors and actresses be exempt from military service.

The role of entertainment in maintaining public morale was never more clearly stated than in World War II and Eric Taylor's latest gathering of wartime celebrities in *Showbiz Goes to War* (Robert Hale £15.95) is a revealing series of anecdotes of music hall and radio legends such as Tommy Handley — who laid the ground base for today's political satirists with IT-MA's debunking of both Government and Nazi propaganda — and film stars, some of whom were deservedly decorated for their morale-boosting tours while others won awards for gallantry in action.

## Escape

The ingenuity of the makeshift entertainments in POW camps — often used as a cover for escape attempts since many of the bums on seats belonged to the guards — show how the best of the drama went on behind the scenes.

Meanwhile, laws relating to nudity on stage in the West End were relaxed as voyeurism was seen to be a possible counter to the enticements of prostitutes for troops on leave in the capital. The windmill girls were forbidden to move, but the newspapers "could not resist their readers' curiosity by going into the detail of how the naughty bits have to be covered by flesh-coloured elastoplast and of the pain incurred in the cause of art." — JFA

HMS ONSLOW's wartime story has now been recorded in sound and is now available on cassette for £5.99. Proceeds for charity. Cheques/PO's to Wellman, 53a, Southdown Road, Seaford, BN25 4PG.

## Fast and adaptable

THE de Havilland Hornet was the ultimate in twin-engined fighters and one of the fastest piston-engined aircraft in the world. Designed during the final years of the Second World War, it was destined for action in the Far East, but the Japanese surrender forestalled this and it first entered service in 1946 with Fighter Command.

Initially used as a bomber interceptor, it took up low-level intruding when enough jet fighters became available. When replaced in Fighter Command, the Hornet saw action in the Far East.

In the Royal Navy, the Sea Hornet was used as both a fleet fighter and, with an additional crew member, as an all-weather fighter, operating from carrier decks.

Find out more in Lewis G. Cooper's *The Hornet File* (price £13.50 — members of Air-Britain £9 — from Air Britain Sales Dept, 5 Bradley Road, Upper Norwood, London SE19 3NT).

# IN WHICH WE SERVED: STONE FRIGATES AND STATIC SHIPS

OUR REVIEW copy of *Shore Establishments of the Royal Navy* (Maritime Books) is already showing signs of wear, so it will undoubtedly be a sound investment — even for anyone who has to part with £40 for what at first seems a pretty slim volume.

There are, in fact, some 2,700 entries packed into its 160 pages — the product of ten years' research by Ben Warlow, who has certainly plugged a significant gap; we have guides to warships galore, but nothing dealing with "stone frigates," which is remarkable since so many of our readers' queries have to do with non-seagoing ships.

The first one was probably Diamond Rock, a fortress off Martinique that was captured in 1804 from which the term may have originated, though it is more likely to have been coined by some witty matelot. In the Second World War the Royal Canadian Navy even commissioned an HMCS Stone Frigate.

Not all the names included — such as Sheath-bill, given to the Forward Operating Base at San Carlos in 1982 — are official. My favourite — or rather favourites — concern the destroyer Porcupine. When torpedoed and broken in two, each half was taken into use as static accommodation. The sailors dubbed the forward section HMS Pork and the stern half HMS Pine.

Many of these immobile ships were even more short-lived than those sent to sea in time of war — some only lasted a few days. Warlow has included those planned but not commissioned as well as those of Commonwealth navies and Free French establishments, all with dates of operation.

There is also the useful addition of a gazetteer which incorporates unnamed RN air stations of the First World War.

Every RNA should have a copy — but now at least we will have an answer when the Shipmates call up to check the name of the bird whose nest on the Rock was taken by Rooke.

— JFA

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Recent releases: 'Faith Hope & Malta GC' by Tony Spooner, 'Black Swan' by Sid Finn, 'Death or Decoration' by Ronnie Wait, 'Escape from Ascoli' by Ken de Souza. Available from the publishers price at £14.95 ea inc p&p. Send for lists. Dammas Business Centre, Dammas Lane, Swindon.

"HMS GANGES, the Final Farewell." Ideal birthday/surprise present. Video documentary including all aspects of GANGES prior to demolishing. NELSON HALL, LAUNDRY HILL, SICK QUARTERS, COVERED WAYS, GYMNASIUMS, SPORTS FIELDS, HARBOUR, etc. One tear-jerking hour of nostalgia. Produced, directed by JOHN DOUGLAS, author "HMS GANGES. Roll on my dozen!" S.A.E. details: Douglas House, Boscaetha, Penmarth, Carnmenellis, Nr. Redruth, Cornwall TR16 6NX.





# At Your Service



## Reunions

**Regulating Branch Assn.** is open to serving and past members of the branch. Anyone wishing to join, contact Tony Cores on 0705 253068 or P. Robertson, Flat 4, Crown Court, 25 High St., Old Portsmouth PO1 2LE (tel. 0705 876131).

**HMS Indefatigable Assn.** will hold their third reunion in Birmingham in April. Details from John Haward on 902 893389.

**HMS Pelunia (1941-45):** The fifth reunion dinner will take place at the Angel Hotel, Royal Leamington Spa on May 7. Details from G. C. (Tanny) Shaw, 821 Dorchester Rd., Upwey, Weymouth, Dorset DT3 5LB (tel. 0305 81 3372).

**HMS Duchess (1963-64):** To celebrate the 30th anniversary of the ship's commissioning at Portsmouth a reunion is planned. Members of her engine room department, particularly POME(E)s Battersby, Malvern, Allen, Janion, Lough, Ellis and MECH Middleton, who wish to attend should contact ex-CMEM John Green on 0522 751079.

**30th MTB Flotilla:** 1994 marks the 50th anniversary of the commissioning of the Flotilla and it is proposed to hold a reunion in Ostend. Anyone interested contact L. J. Scarborough, Flat 12, Riverside Court, Calver Rd., Baslow, Derbyshire DE45 1RD (tel. 0246 582422).

**HMS Kenya Assn (1940-62):** will hold a mini reunion at Hartlepool RNA on April 2-3. Details from W. Boardman, 35 Holmleigh Rd., Liverpool L25 2SA (tel. 051 487 0093).

**HMS Forester:** Anyone interested in a reunion contact Trevor Lloyd, 6 Matford Hill, Monkton Park, Chippenham, Wiltshire SN15 3NX (tel. 0249 654420).

**HMS Glasgow Old Boys' Assn.** will be holding a reunion in Portsmouth on July 10-11. Details from Allan Mercer, 89 Royal Ave., Widnes, Cheshire WA8 8HJ (tel. 051 424 7390).

**845 Sqn.** has decided to form an association and in June/July there will be a 50th anniversary reunion at RN air station Yeovilton. Anyone interested in joining or attending the reunion contact Ned Parkinson, 15 Ridgeway Close, Paulsgrove, Portsmouth PO6 4LT, enclosing sae.

**LST and Landing Craft Assn.** will hold a sixth reunion in Ayr on May 18-20. Details from C. A. Illott, 59 Reynolds Rd., Ipswich, Suffolk IP3 0JW (tel. 0473 710722).

**HMS Mace Assn:** will be holding their annual reunion in the WOs' and CPOs' Mess, HMS Nelson, Portsmouth on April 24. Details from R. Pratt, 33 Swarwater Rd., Havant PO9 2HH (tel. 0705 472243).

**Warlike Ark Royals Assn.** held their annual

reunion and dinner in Portsmouth on Nov 14 where guest of honour was Capt. Jeremy Blackham, the c.o. of the present HMS Ark Royal. They also attended a service at St. Ann's Church at which members of the Arethusa Association were also present. Anyone wishing to join the Warlike Ark Royals Association contact G. E. Denny, 25 Andover Lodge, 94-98 Parkstone Rd., Poole, Dorset BH15 2QE (tel. 0202 716673).

**846 Sqn.** To celebrate the 50th anniversary of the founding of the squadron on April 1 1943 all ex-members are invited to attend a celebration event at RN air station Yeovilton on April 1. The events will include presentations, flying displays, lunch and an evening function. For details contact Sub-Lieut. Miller on 0935 840551 ext. 6695.

**Ton Class Assn.** Many thanks to all who attended the fifth reunion dinner at Babbacombe, Devon. The next reunion will be in Blackpool on Oct 22-24. Details enclosing sea, from Jack Worth, Amethyst, Lerryn, Lostwithiel, Cornwall PL22 0QF (tel. 0208 872452).

**HMS Chinkara (1944-46):** The 1993 "Nostalgia Gathering" will be held at St Ives Hotel, St. Anne's near Blackpool on June 14-17. Details from Collin (Butch) Baker, Malkin Cottage, Blackpool, Old Rd., L. Ecclestone, Preston PR3 0YQ (tel. 0995 70495).

**HMS Kempenfelt (1943-46):** A possible reunion of former shipmates is planned to commemorate commissioning in 1943. Anyone interested contact John Carroll, 22 Carlton Ave, Rose Green, Bognor Regis, West Sussex PO21 3LR (tel. 0243 267303).

**Signal Staff, Commodores of Convoys, Western Approaches** are holding their annual lunch at the Adelphi Hotel, Liverpool, on May 28. Details from L. F. Matthews, 10 Black Pond Lane, Farnham, Surrey.

**HMS Penelope:** For those who find the journey to Blackpool for the HMS Penelope association reunion weekend too much for them these days but would like to mark the 49th anniversary of the ship's sinking, special prayers will be said at the morning church service in St Ann's Church, Portsmouth Dockyard on Feb 21 at 1000 hrs. All are welcome, particularly relatives of those who were lost. Details from P. Henley on 0705 649200.

**Sick Berth Staff:** A reunion of ex-sick berth staff will take place in the Kent area to which all are invited to attend. Details from Dave Humphreys, 22a Newlands, St. Mary's Bay, Romney Marsh, Kent TN29 0EY, Taffy Condon, 40 Windsor Dr., Sittingbourne, Kent ME10 1UN or Don Whybrow, 23 Rowan Ave., Gillingham, Kent ME7 3DL.

**Captain Class Frigates (1943-46):** Members of the Destroyers-Escort Sailors Assn. in America are planning to visit the UK in May and are keen to meet their counterparts who served in the 78 British DES. They will be visiting Belfast, Londonderry and Glasgow from May 2-8; London, Chatham and Bayeux from May 8-10; Portsmouth from May 11-13. Former shipmates, RNA branches or associations who would like to visit them should contact Mr. Burton's Historic Tours, PO Box 161, Shotley, Nr. Ipswich IP9 1PF (tel. 0473 787308).

**Helicopter Operations (Malaya Emergency) Assn:** held a successful reunion at the Pine Lodge Hotel, Bromsgrove in November at which 147 people attended. Next year's reunion will be held at the same

venue on Oct. 30. Details from B. Lloyd, 32 Redwood, Burnham, Bucks. SL1 8JN.

**HMS Black Swan Assn. (1939-53):** will hold the next reunion in April in Paignton, Devon. Details from John Dunstan, 47 Abbotshbury Rd., Newton Abbot, Devon TQ12 2NS (tel. 0626 54294).

**HMS Whitesand Bay (1945-48):** R. Brighton, 57 Welford Rd., Sutton Coldfield B73 5DP (tel. 021 354 3977) would like to hear from former shipmates, in particular Ron Laming, Jesse Hill, POs Derbyshire and Cornish, Geo. Doshier, Bradshaw, Parrot, Flynn, Wynne-Jones and Les Vidler. All former shipmates are invited to attend the association's annual reunion at the Union Jack Club on March 27. Details from R. Brighton (see above) or Gordon Peat (tel. 0602 227523).

**HM ships Hecia, Hydra, Hecate and Herald:** Any past or present members of the ships' companies wishing to join the newly-formed H Boat Association which will be holding its first AGM and reunion on July 3 send an s.a.e. to Mr. J. Erskine, The Elms Guest House, 48 Victoria Road South, Southsea PO5 2BT (tel. 0705 823924).

**HMS Bullen K469:** The fifth reunion will take place at St Edmunds Hotel, Gorleston-on-Sea, Great Yarmouth on April 24. Details from C. W. Bilverstone, 31 Sands Lane, Oulton Broad, Lowestoft NR32 3ER (tel. 0502 561130).

**HMS London Assn:** (1947-49): The next reunion will be held in Portsmouth on April 17-18. Details from John Parker, 13 Bromyard Crescent, Portsmouth PO6 3SP (tel. 0705 377539).

**Yangtze Incident, April 1949:** The 45th anniversary reunion will be held in Portsmouth in April 1994. Veterans from HM ships Amethyst, London, Consort and Black Swan contact your own associations or John Parker, 13 Bromyard Crescent, Portsmouth PO6 3SP (tel. 0705 377539).

**HMS Liverpool Assn.:** will hold their tenth reunion in the POs' Mess, HMS Nelson on June 12. Details from John Waters, 2 Dewberry Rd., Wordsley, Stourbridge, West Midlands DY8 5XJ (tel. 0384 71064).

**16th MTB Flotilla (India and Trincomalee 1943-44):** A reunion has been arranged in Salisbury on March 3. Details from Ken Craddock-Hartopp, Keepers, Yeovilton BA22 8EX (tel. 0935 840240).

**HMS Duke (Malvern) 1941-46:** The fourth reunion will be held in Malvern on April 22-25. Details from Philip Brown on 0243 551399.

**Hummer Naval Enthusiasts** hold their meetings at Hull's Flying Angel Club on the first and third Tuesdays at 1930 hrs. Details from Jim Wilcock on 0482 26738.

**TS Dartmouth** will hold their 50th reunion on Feb. 6. Details from Jack Login, 20 Weston Lane, Bridgetown, Totnes, S. Devon TQ9 5UN.

**HMS Laforey (1941-44):** The next reunion will be held in Northampton on March 27-28. Details from Arthur Jones, 10 North Close, Wade Court, Havant PO9 2TE (tel. 0705 483331).

**HMS Arethusa Assn.** held their fourth reunion at the Royal Sailors' Home Club, Portsmouth, on Nov. 14 at which 90 members and guests attended. The next reunion will be held in Stratford-upon-Avon in Nov. Details from Tom Sawyer, 4 Victoria Rd., Wood Lane, Rothwell, Leeds LS26 0AA, West Yorks. (tel. 0532 829531).

**Eighth Destroyer Flotilla Assn.** will be holding their annual reunion in Portsmouth on Sept. 18. Details, enclosing s.a.e., from M. H. Corbett, 1 Melbourne Cres., Stafford ST16 3JU. The next committee meeting and mini-reunion will be held at the Rockingham Hotel, Doncaster on Feb. 13.

**North Russia Club,** southern reunion, will be held at HMS Nelson, Portsmouth on May 2. Details, enclosing s.a.e., from Mervyn Williams, 87 Olive Rd., Coxford, Southampton SO1 6FT.

**Coastal Forces Veterans Assn.** will be holding their annual reunion at the Ganton Hall Holiday Village, Lowestoft on April 5-8. A limited number of vacancies for non-members are available. Details from E. E. Cullen, 98 Haward St., Lowestoft NR32 2DR (tel. 0502 565129).

**625 Squad, Royal Marines:** A reunion commemorating the 40th anniversary of the forming of the squad at Deal will be held in 1994. Past members and instructors should contact Mark Cline, Avery's Bridge, Moreton Paddox, Warks. CV35 9BU (tel. 0926 651666).

**HMS Spartan Survivors' Assn** will hold their annual reunion at the Nautical Club, Bishopgate St., Ladywood, Birmingham on Jan. 30th. Details from Ron Ellis on 021 423 2826.

**Retired Officers, Supply and Secretariat Branch:** There will be a combined cocktail and buffet supper party for retired officers and their guests at RNC Greenwich on March 4. Any retired officers who have not received an invitation and are interested in finding out more details should contact Lieut.-Cdr. Roger Evans, DNMT(S), Room 308C, Ministry of Defence, Old Admiralty Building, Whitehall, London SW1A 2BE (tel. 071 218 3275).

## FIFTY YEARS ON

A LOOK BACK at the wartime operations of the Royal Navy half a century ago this month.

After a very bad year for shipping losses, 1943 started deceptively well. Only 50 ships of 261,000 tons were lost world wide. In the N. Atlantic exceptionally bad weather and evasive routing based on Ultra intercepts kept the losses down to one ship, but a convoy of eleven tankers with only a light escort was cut to pieces south of the Azores and only two survived.

After much prompting the RAF started bombing the submarine pens in the Biscay bases and the German building yards. Over 1,000 tons of bombs were dropped in 800 sorties, but with no significant result — the pens should have been bombed while building for at no time during the war did a bomb penetrate the concrete of the U-Boat shelters.

In N. Africa Montgomery's army was advancing fast, Tripoli was captured on Jan. 23 and the Tunisian border crossed on 29. By the end of the month the busy Inshore Squadron had delivered 157,000 tons of supplies to help maintain the impetus.

- Principal events included:
- 1: German blockade runner Rhakotis, inbound from the Far East, sighted by RAF Sunderland that homed HMS Scylla to intercept Rhakotis sunk by gunfire and torpedo 140 miles from Biscay coast.
  - 2: HMS Alarm badly damaged by air attack on Bone.
  - 3: Human torpedoes — "Chariots" — launched from HM submarines Trooper and Thunderbolt penetrated Palermo harbour, sank the new Italian light cruiser Ulpio Traiano and damaged a large liner.
  - 5: US Task Force including HMNZS Achilles bombarded Munda and Kolombangara in the Solomons. HMS Achilles damaged in Japanese air attack.
  - 13: HMCS Ville de Quebec sank U-224 off Cape Tenez.
  - 14: HM ships Hursley, Pakenham and RAF Beaufort sank Italian submarine SE of Malta.
  - 16: RAF Fortress sank U-337 in N. Atlantic.
  - 17: HM submarine Undine sank Italian destroyer Bombardiere off Marettimo.
  - 19: HMCS Port Arthur sank Italian submarine off Bougie.
  - 20: HMNTB 260 sank Italian submarine off Tripoli.
  - 21: HM submarine P212 (later Sahib) sank U-301 W. of Corsica.
  - 23: Zuara (Libya) bombed by HM ships Cleopatra, Euryalus, Javelin, Jervis, Kelvin and Nubian.
  - 25: HM A/S trawler Corncrake foundered in gale in N. Atlantic.
  - 29: HMNZ ships Kiwi and Moa sank Japanese submarine off Guadalcanal.
  - 30: HMS Samphire sunk by Italian submarine off Bougie.

Taken from The Royal Navy Day by Day.

## Calling Old Shipmates

**HMS Tenby (1969-73):** Ex-ROs Jeff (Daisy) Mays and John (Paddy) Girvan would like to hear from former shipmates with a view to a reunion. Contact Jeff Mays on 0344 59368.

**HMS Lightning (1941-43):** Ex-AB George Gilroy, 6 Barnaby Terrace, Rochester, Kent ME1 2LL (tel. 0634 841937) would like to hear from old shipmates.

**HM ships Gossamer, Foresight, Forrester and Malayan Class Minesweepers (1941-42):** Former shipmates are invited to join the HMS Gossamer Association. Details from E. J. Morris, 40a Edwards Rd., Whitley Bay, Tyne and Wear (tel. 091 253 2540).

**HMS Achates (1942):** Nobby Clarke (0757 638923) would like to hear from his old shore-going "oppo" George Charlton.

**HMS Lucky Largs (1941-44):** Ex-PO Radio Mech. Ken James, 28 Groveland Rd., Speen, Newbury, Berks. RG13 1SS (tel. 0635 42772) would like to hear from former shipmates, in particular POs Shaw and Newman.

**HMS Salamander, 1st Minesweeping Flotilla:** Eddie (Flash) Gordon, 23 Dudley Dr., Dudley, Cramlington, Northumberland NE23 7AL (tel. 091 2500978) would like to hear from former shipmates and from those who served in the Flotilla and who will be attending the Battle of the Atlantic celebrations in Liverpool.

**HMS Rodney (937-38):** C. N. Hawkins, 4 Rose Brae, Liverpool L18 6JX (tel. 051 724 5639) would like to hear from members of the Boys Mess, in particular Whiteham, Palmer, Pook, Lawrence and Hackett.

**HM ships Raleigh and Drake (1978), Hecia, Fox and Egeria (1979-81):** Ex-AB(SR) Slinger Woods, 7 Wordsworth Rd., Diss, Norfolk IP22 3QA would like to hear from former shipmates.

**LCI(S) 535 HMS Tormentor, Warsash (1943-44):** W. E. Carey, 21 Brook St., Manningtree, Essex CO11 1DL would like to hear from former shipmates.

**HMS Verulam (1943-45):** Buster Brown, 320 Welcombe Ave., Park North, Swindon SN3 2PE (tel. 0793 521041) would like to hear from PO Stoker Jim Betts, of East Ham, STD George Roberts, of Sundbury, and SEA Dickie Taylor, of London Docks, with view to a 50th anniversary reunion.

**HMS Dainty (1956-58):** Peter J. Hillman, 21 Lincoln Ave., Rose Green, Bognor Regis, West Sussex PO21 3EJ (tel. 0243 265901) would like to hear from former shipmates with view to a reunion in particular Lieut.-Cdr. Keith Maun and Lieut. Oglesby.

**HMS Brissenden L79:** Ex-AB Cliff (Loffy) Lawrence, 31 The Limes, Bletchley, Milton Keynes MK2 2JN would like to hear from former shipmates. Contact has already been made with ten others from the Haifa Patrol days and a reunion is planned for later in the year.

**HM ships Frohisher (1935-37) and Woolwich (1938-42):** Mr. N. Day, 29 Northwell

Place, Swaffham, Norfolk PE37 7HH (tel. 0760 24613) would like to hear from former cooks staff.

**HMS Lulworth (1941-45), 40th Escort Group:** Former shipmates, particularly from the Communications branch, who will be attending the 50th anniversary of the Battle of the Atlantic in Liverpool, contact Fred (Shorty) Wallace on 091 2532679 with view to holding a reunion.

**SOGA Shropshire:** The Shropshire branch invite former submariners to join their association. Monthly meetings are held at the Oddfellows Arms, High St., Wellington on the last Tuesday in the month at 8pm. Further details from Denis Alderman, 43 Webb Crescent, Dawley, Telford, Shropshire TF4 3DS (tel. 0952 502380).

**HMS Rival-3A (Fleet Air Arm Auxiliary) 1942-44:** L. J. Potter, 507 Wherstead Rd., Ipswich, Suffolk IP2 8LW would like to hear from former shipmates.

**HMS Comus (1946-47):** John Purdy, 4 Nore Close, Gillingham, Kent ME7 3DG (tel. 0634 578669) would like to hear from Sidney Cross with whom he served on the China Station. Last known to be living in Finchley.

**HMS St. George and HMS Ganges (1946) and HMS Triumph (1947-49):** Ex-Boy Tel. H. Smith, 17 Maple Ave., Keelby, Lincs DN37 8EN (tel. 0469 60026) would like to hear from former shipmates with view to a reunion, in particular Pete Wailes, CPO Tels. Pete Shotbolt, Eric Scribbins, Woodrow, Adams and Morgan.

**HMS Achilles (1934-39), RN W/T Station, Kranji, Singapore (1939-42) and HMS Anson (1944-46):** Frank Holmes, 35 Wiltoughby St., Murchison, Victoria 3610, Australia would like to hear from former shipmates.

**HMS Kimberley (1941-42):** E. H. Jenkins, 45 Islwyn Rd., Watsville, Gwent NP1 7QH (tel. 0495 271 812) would like to hear from former shipmates.

**Band Drums, Eastney Barracks (1954-58):** T. J. Milner, 9 The Drive, Swinfen, Lichfield, Staffs. WS14 9QT (tel. 0543 480852) would like to hear from former shipmates, in particular Drum Major R. G. Knox and Buglers Bill Tuckwell, Len Edwards, Reg Walton, Dot Safe, Froggy French, Buzzer Bee, Bobby Fisher, Eric Haybittle, Dicky Hammond, Paddy Black and Dick Taylor.

**Combined Ops., Mediterranean (1942-43):** H. F. Porter, 22 Snakes Hill, Navestock Side, Brentwood, Essex CM14 5GA would like to hear from former shipmates, in particular Ginger Lawson, Bill (Loffy) Geal, George Armstrong, Bill Hayes, AG Godfrey, Cyril Warren, Bob Dredge, Vic Tessier and Lieut. Hughie McKenzie.

**HMS Narvik, LST 5th Flotilla, and HMS Ben Lomond (1948-49):** F. J. Woods, 22 Constable Dr., Gleadless Valley, Sheffield S14 1AU (tel. 0742 393966) would like to hear from former shipmates.

## Over to You

**Kranji, Singapore (1941-45):** Andrew Waterman, Long Meadow, Tydd St. Giles, Wisbech, Cambs PE13 5LU would like information about the wireless station at Kranji before the Japanese occupation, in particular how was the swimming pool destroyed, why and when did Nissen huts replace the bungalow and why was so much of the wireless equipment Japanese in origin.

**HMS Hoste K566 (1942-45):** Tom Bradbury, 1 Buckingham St., Birkdale, Queensland, Australia would like to know what flotilla, group or squadron the ship was attached to. Any further information about what action the ship was involved in would also be appreciated.

**HM ships Sheffield, Ramilies, Cleopatra, Jamaica and Garlies:** F. J. Rowbottom, 37 Wrench St., Cambridge Park, New South Wales, Australia 2747 invites shipmates and their wives, particularly those who served in the above-mentioned ships, to visit his home in exchange for the same facility in the UK.

**Trinity House Lightvessels:** Peter Williams, Haven Lightship, Milford Marina, Milford Haven, Pembrokeshire SA73 3AF (tel. 0646 698055) would like to hear from anyone who was involved in work done by LVs at Nab and Owers stations with the associated radio station Culver Cliff and the supply base Fort Yaverland, Isle of Wight, or involved in other incidents between RN ships and LVs anywhere in the world.

**Motor Gun Boats:** David Birch, Rolls-Royce Heritage Trust, PO Box 31, Derby DE24 8BJ would like to hear from anyone who served on MGBs armed with Rolls-Royce Mk XIV 2-pounder guns. Was this weapon mounted on any other type of boat?

**HMS Broke 1942:** T. Colling, 8 Newbold Ave., Sunderland SR5 1LG would like a copy of either the Picture Post or the Weekly Illustrated which featured an artist's impression of HMS Broke ramming the boom in Algier harbour.

**HMS Alacrity, Korea, 1950:** Anthony Barone, 544 NE 24th Street, Wilton Manors FL 33305, USA is trying to trace members of the ship's company, who rescued US aircraft personnel when their B-29 was shot down on July 12 1950, in particular the ship's c.o. Cdr. H. S. Barber, Lieut. Anthony Cook and REM Newton. On Nov. 12 1992 a dedication ceremony took place at Wilton Manors Veterans' Memorial Park and an engraved memorial to the rescue of the seven US airmen by HMS Alacrity was installed.

**HMS Aurora:** C. H. Wilkins, 63 Mill Farm Cres., Hounslow, Middx. TW14 5PJ.

**HMS Prodigal:** G. J. Packer, 61 Birchgrove Rd., Swansea SA7 9JR would like to hear from anyone who has photographs of the ship which he could borrow in order to make copies.

**Radio Call:** A group of US veterans who were involved in wireless telegraphy in the Second World War are trying to assemble a chronical of personal experiences from that time, particularly of the period before the US entered the war. They would like to hear from anyone in the UK involved in this kind of work who have interesting reminiscences. Contact Jan Faulkner, 6 Courtland Ave., London SW16 3BB.

**Signal Branch:** A Dalby, The Victory Corps of Guides, HMS Victory, HM Naval base, Portsmouth PO1 3HH would like to know when the Signal Branch was formed.

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## Wartime Atlantic convoy recalled

FLAG Officer Plymouth Vice-Admiral Sir Roy Newman is pictured visiting the Western Approaches project in company with Capt. Harry Mucklow, Naval Regional Officer, Midlands and North Wales.

The project is nothing less than the recreation of the Western Approaches Area Command Headquarters, Derby House, Liverpool, as it was during the Battle of the Atlantic.

Admiral Newman saw the newly-installed Atlantic charts (supplied by RN Hydrographic Branch), walked the tourist route and viewed the 11-minute film, which will give project visitors a taste of Allied naval operations during the Second World War.





## Pommies say g'day!

JUBILATION "down under" as HMS Boxer, on the final leg of Orient '92, drops anchor in the Port of Fremantle, in Western Australia. As the sailors of the Boxer "cheer ship", they are welcomed by members of the Perth branch of the RNA seen here, proudly displaying their standard. During the ship's five-day visit, 3,700 visitors made a tour of the Boxer.

Picture: PO Phot Fez Parker.

## Founder member crosses the bar

PRESIDENT of the Walton-on-Naze branch, Mrs Bea Browne, of Frinton, has died aged 95.

Mrs Browne joined the Wrens during the First World War at the age of 17 and re-enlisted in 1938 when she served for a further eight years, attaining the rate of Chief Officer. She was awarded the BEM in 1945 and was founder member of the Walton-on-Naze branch and vice-president of the National Association of Wrens.

Her wit and charm could captivate an audience when she recalled her many adventures and she was held in high esteem by members of her branch.



## In Brief

A re-commissioning meeting of Horsham branch will be held at RAFA Club, Three Acres, Horsham, West Sussex, on Weds. Jan. 27 at 2000hrs. Further details from J. Dale on 0903 262129.

Members of Redruth and Camborne attended the grand opening of the refurbished Royal British Legion lounge and to mark the occasion and the friendship existing between the RBL and the RNA, they presented a ship's bell for the bar. A framed picture of HMS Norfolk was also presented by Shipmate Rex Gay.

The Bridlington standard was paraded at the Festival of Remembrance at the Spa Royal Hall, Bridlington.

City of Ely entertained the Mayor and Mayoress and the chairman of the District Council and his wife at the branch Trafalgar Day ball which was a great success.

Sponsorship of Lieut.-Cdr. Simpson and Salisbury and Sub. Lieut. Martin, who joined the British Makalu expedition to the Himalayas, helped raise funds for the KGFS, RNBT and the RNA Central Charities Fund.

Over 80 shipmates attended Cwmbran Trafalgar night dinner-dance at which the guest of honour was ex-submariner, John Huntley, chairman of Gwent County Council.

On a social visit to Port Stanley in the Falklands, two members of Naval Party 2010, LS Cook and LWEM Knowles, presented a bell rope and bell which they made themselves.

The 10th birthday of Woking will be celebrated on March 20 with a dinner-dance. Plans are also afoot to mark St George's Day with a parade on April 25. Those who plan to attend contact Shipmate R. Fraser on 0932-349928.

Members of Nidderdale, Ripon and Skipton attended a service in St. Margaret's Church, Hawes to mark the 50th anniversary of the commissioning of HMS Wensleydale.

# Cheshunt get their marching orders

SHIPMATE Elphick, secretary Cheshunt branch, believes that old legs move faster and backs are straighter when marching to music by a Royal Marines band.

At least that was his impression at the parade and march past following the dedication of the Cheshunt standard in Christ Church, which was very well supported. Those present included Capt. Paddy Vincent, president No. 1 Area, who, with his wife, was also guest of honour at the third annual dinner of the branch, a happy occasion, enjoyed by 126 shipmates and wives.

During the evening a £200 cheque was presented to Capt.

## BRANCH NEWS

Vincent who is the director of the Great Ormond Street Wishing Well appeal. For Shipmate Paul Cawley the occasion was especially memorable as he was named "Shipmate of the Year" by the branch chairman, Ron Joy.

If Blackpool and Fylde branch has its way there will soon be replacements for those shipmates who crossed the bar in the past year. Potential recruits have a lot to gain in joining the branch, especially if they enjoy a good social life. Members meet on the first Wednesday, at 7.30 pm in Stretton Hotel, 300 yards north of North Pier. Recent social events included enjoyable visits to Liverpool and Leyland branches and a dinner and social on home ground, attended by the Mayor and Mayoress.

A successful concert by the band of the Royal Marines, organised by Dartford branch, was attended by the general secretary, Capt. Jim Rayner, the branch president, Capt. Ted Whealing and the Mayor of Dartford. Proceeds of the concert will aid the Central Charities Fund and the RNBT. During the evening a plaque was presented to Mr. Eric Lavender who is retiring as the administrator of Pembroke House.

In the presence of 300 shipmates and guests, the Looe branch standard was dedicated in the covered Fish Market. A bugler from the Royal Marines Band, HMS Raleigh, sounded The Last Post and Reveille and the march past of 18 standards was led by the band of the Royal British Legion, Plymouth. After the parade shipmates and guests enjoyed a reception and "Up Spirits" in the social club at West Looe and in the evening a dedication ball, held at Killigarth Manor, was a great success. The branch thank all shipmates and friends who supported the two occasions.

The Johannesburg branch scored a first when, in conjunction with members of the local Sea Cadet Corps, the branch held Divisions at TS Immortelle. The service, attended by 50 shipmates and their wives, was conducted by the Rev. Bar-

ry Beckley, of the South African Navy. The next visitor to the UK from the branch will be its president, Shipmate Bill Keeble, who hopes to arrive here in April in time to receive the MBE award.

The president and social secretary of Sidecup, Shipmate Sid Waller and his wife, Glynis, organised an enjoyable dinner-dance to mark the 40th birthday of the branch. During the celebration, attended by the general secretary Capt. Jim Rayner and his wife, Trish, presentations were made to Shipmates Ted Cook, Ron Boon, Don Lait and Stan Wright who have all served the branch as standard bearers.

The first ever Trafalgar night dinner organised by Dhahan branch was attended by 36 members and their wives, with Cdr. Grenville Johnson as the guest of honour. Shipmates also celebrated in the RNA club though they were unable to toast the "immortal memory", in Nelson's Blood.

Fifty years span the dedication of the two standards of the Carlisle branch, which reformed in March last year. At a service in the cathedral the old standard, carried by Shipmate Norman Richardson, was laid up and the new dedicated. Cadets from TS Cumberland provided the guard of honour. The service was attended by Shipmate Tom Gallagher, national council member No 10 Area and by members of Whitehaven branch. Following the service, the new standard was paraded by Shipmate Rowland Fleming.

Members of HMS Constance Association were well-looked after by shipmates of Peterborough who, for the third time, entertained 20 to lunch at the Customs House. As a mark of appreciation HMS Constance comrades presented the Peterborough branch with a plaque inscribed "to all our shipmates of RNA Peterborough for help-

ing us get established."

Members of Ketton and District, after a year's hard fund-raising, realised £500 which was donated to the following local and naval charities: Stamford Hospital, Cancer Relief Macmillan Fund, Stamford Mentally Handicapped, the RNBT and the WRNS Benevolent Trust. Members meet on the first Tuesday at the RAFA club and extend a warm welcome to new recruits.

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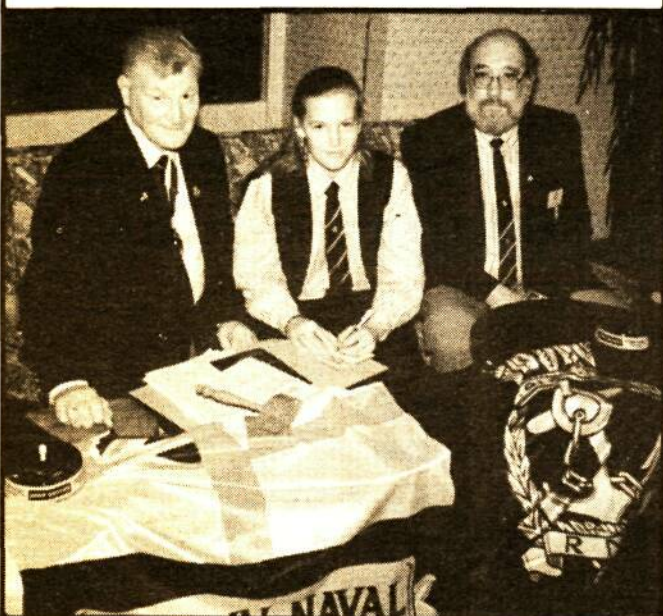
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## Shipmates get younger every day



"WELL done" to Plymouth branch in recruiting Wren Deborah Beeson on her 18th birthday, seen here signing on, flanked by Shipmate Bob Wall, left, the branch chairman and by her father, Shipmate Carl Beeson, the vice chairman. Deborah, who joined HMS Raleigh last year as a WRO, seems to be following in her father's footsteps for he also trained as an LRO(T). She is one of three members of the Plymouth branch under the age of 25 years.





# Notice Board



## Promotions to Chief

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in December:

### OPERATIONS BRANCH (SEAMAN GROUP)

To CPO(OPS)(M) — S. P. Haylor (Dryad), D. H. Edwards (Avenger), P. A. Shores (Glasgow).  
To CPO(OPS)(MW)(O) — D. R. Hawkins (SMOPS Nelson).

### MARINE ENGINEERING

To CMEM(M) — J. F. Newlyn (Portsmouth FMRO), P. A. Jackson (Sultan AIB), S. J. Parry (Sultan), D. Newell (FOSF Eng Rosyth), K. A. Graves (Defiance FMB), P. E. Whittingham (Neptune).

### SUPPLY AND SECRETARIAT

To CPOCK — D. C. Bullock (Active).

### SUBMARINE SERVICE

To CPO(OPS)(TS)(SM) — J. L. McCord (Neptune NT).  
To CRS(SM) — J. A. Hamilton (Vanguard Port).  
To CPOSA(SM) — R. Hardy (Defiance FMB).

### CHIEF PETTY OFFICER ARTIFICER

HMS Centurion has been notified of the following promotions to chief petty officer artificer which were made by commanding officers in November:  
CPOCT(A): A. R. Boyle (Brave).  
ACPOCT(A): P. W. Box (RNU RAF Edzell).

ACPOCT(L): M. G. Berry (MOD CNSO SCU), J. T. Cook (RNU RAF Edzell).

CPOMEA — V. C. Burdett (Manchester), R. McMeikan (Repulse Port), G. M. Rivers (Superb), S. G. Scorer (Renown Port).

ACPOEA — P. Hodgkinson (Chatham), S. H. Marshall (Defiance FMB), R. S. Hamilton (FOST FMG), T. P. Nicholls (Manchester), K. N. Payne (CNH CTNH Sultan), G. J. Thomas (Triumph), A. Wilkinson (Sovereign), N. L. Wilshire (Fearless).

CPOAEA(WL) — T. Edgerton (Seahawk), J. P. Lucas (899 Sqn. Heron).

CPOAEA(M) — A. C. Adams (RNAS Portland), D. Harrop (RNAS Yeovilton), S. M. Jackson (RNAS Portland), K. W. Raeburn (RNAS Yeovilton), A. P. Roberts (702 Sqn. Osprey).

ACPOAEA(M) — S. J. Wooding (Osprey), C. Harper (RNAS Culdrose).

CPOWEA — P. Attrell (Collingwood), R. J. Bond (Boxer), J. E. Bridgeman (Manchester), D. P. Griffiths (Glasgow), I. W. Kiff (Southampton), A. Mills (Lancaster), A. W. Stephens (Ark Royal), S. Turl (Manchester).

ACPOWEA — S. J. Brennan (Revenge Port), D. A. Chambers (Renown Stbd), P. D. Farrell (Collingwood), P. J. King (Collingwood), R. Williamson (Defiance FMB).

### ACTING CHARGE CHIEF ARTIFICER

Authority was issued by HMS Centurion in December for the following ratings to be promoted to acting charge chief artificer:

To ACCMEA — M. P. Ayers (Defiance), R. P. Daglish (Jersey), J. B. Bullock (Defiance), I. F. Curryer (Brave), R. V. Jones (Invincible), A. G. Hall (Neptune).

To ACCWEA — W. L. Mitchelmore (Defiance), P. E. Dyer (Tireless), L. J. Hansen (Neptune).

## Appointments

# SECOND SEA LORD NAMED

VICE-Admiral Michael Layard is to be Chief of Naval Personnel, Second Sea Lord and Admiral President, Royal Naval College Greenwich, in succession to Admiral Sir Michael Livesay from April 27. The appointment carries with it membership of the Admiralty Board of the Defence Council.

Vice-Admiral Layard joined the Royal Navy in 1954, and has served in a variety of ships ranging from minesweepers to aircraft carriers. He became a fighter pilot, then an air warfare instructor, and commanded the last Sea Vixen Squadron, 899, in HMS Eagle. Later appointments included command of HMS Lincoln and Commander (Air) in the former HMS Ark Royal on her last commission.

During the Falklands conflict he was given the task of turning the Atlantic Conveyor into an aircraft carrier and he deployed south with her as the senior naval officer, being awarded the CBE in the Falklands Honours List.

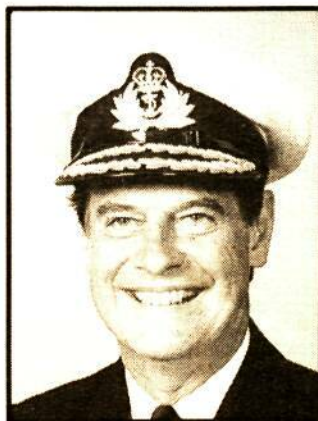
Subsequent appointments have included command of RN air station Culdrose and of HMS Cardiff. On promotion to rear-admiral in 1988 he became Flag Officer Naval Air Command, the title changing to Flag Officer Naval Aviation on reorganisation in March 1990.

He was appointed Director General Naval Manpower and Training in December 1990, and promoted vice-admiral in April 1992, becoming Leader of the Officer's Study Group set up to carry out a major review of the structure and management of the RN and RM Officer Corps.

Promoted vice-admiral last month was Rear-Admiral R.T. Frere, who is Flag Officer Submarines.

Rear-Admiral J.R. Shiffner, Chief of Staff to CINCPACVHOM, is to be Director General Fleet Support (Equipment and Systems) from June.

Other appointments recently announced include:  
Capt. J.R. Hance, Exeter in command, May 11.  
Cdr. A.M. Massey, Newcastle in command, April 6.  
Cdr. K.J. Parris, Brave in command, April 20.



● Vice-Admiral Michael Layard.

Cdr. D.R. Teer, Marlborough in command, April 22.

Cdr. I. Moncrieff, Nottingham in command, April 27.

Cdr. C.H.T. Clayton, Beaver in command, Jan. 19.

Cdr. P.N. Hibbert, Splendid in command, June 1.

Cdr. J.W. Arrow, Montrose in command, April 20.

Cdr. P.B. Mathias, Trenchant in command, May 18.

Lieut-Cdr. M.C. Sillars, Dumbarton Castle in command, March 29.

THE Rev. M.W. Bucks, at present based at HMS Warrior, is to be appointed Chaplain of the Fleet and DGNCS in succession to the Ven. Archdeacon M.H.G. Henley on Feb. 26.

## SD List

THE following candidates were selected for promotion to Sub-Lieutenant (SD)(E) (ME), to date June 14 1993, following the June 1992 professional qualifying examination:  
CCMEA(ML) S. P. Eaglestone, CCMEA(EL) G. Harvey, CCMEA(ML) P. Hutchinson and CPOMEA(EL) R. V. Jones.

## Deaths

P. D. Barton, Capt. MOD HYDROG/DNOM, Nov. 17.  
P. D. Whitehead, Lieut. HMS Glasgow, Nov. 18.

K. Mackay, POAEA, 819 Squadron, Nov. 18.

S. Jones, AB(S)(SM), Neptune SM3, Nov. 23.

J. G. Daggart, Lieut.-Cdr. Defiance FMG, Nov. 25.

R. Evans, AWEM(R)1, HMS Turbulent, Nov. 29 (Missing presumed drowned).

D. H. F. Hetherington, CB, DSC and two Bars, Rear-Admiral (ret'd), Destroyer officer, serving at sea for all but six months of Second World War. Served 1925-1961, ships including HMS Kimberley (first lieutenant) and command of HMS Windsor, Lookout, Cheviot and Agincourt. Later Flag Officer Malta. Also awarded Croix de Guerre and twice Mentioned in Despatches. Aged 81.

J. E. Poulton, CBE, Lieut.-Cdr. (ret'd), Served as signal officer in HMS Prince of Wales and Duke of York in Second World War. Other ships included HMS Suffolk, Dainty, Tartar, Galatea, Eagle and Anson. Twice Mentioned in Despatches, Later Technical Director GCHQ, Aged 77.

A. James, Sub-Lieut. (ret'd), Served 1946-69, including HMS Bulwark, Hermes and Chichester. Aged 62.

F. S. Wells, Ex-AB, Survivor HMS Eagle, W. H. Warburton, Asdic operator HMS Stencrop 1941-42; anti-submarine officer HMS Geranium 1943-46. Aged 80.

H. G. Hall, Lieut. (ret'd), Served 1918-47, including HMS New Zealand, Eagle, Maidstone, Rodney, Vivid, and Bideford, HMNZS Philomel and HMAS Canberra. Aged 91.

B. Blease, Lieut.-Cdr., RNVR (ret'd), Aged 80.

R. E. Davey, Ex-Sea Cadet and member of Bounty Boys Scheme. Service included HMS Skipjack and Lagos 1944-47.

S. A. Chiles, Wartime service in HMS Swiftsure.

M. C. Smith, Ex-AB(FC2), Served 1953-65, including HMS Indefatigable, Verran Bay, Girdleness, Opossum, Mounts Bay, Saintes and Urchin. Member Devonport Field Gun Crew. Aged 55.

W. Knapton, Ex-CERA, Ships included HMS Ajax 1937-43 and member HMS Ajax and River Plate Veterans Assn. At Regina, Canada, aged 84.

John Haslam, Former Chief Public Relations Officer, CINCPACFLT, and of RAF Strike Command; also served in MOD.

## Honours

THE following awards to members of the Royal Marines have been announced in recognition of distinguished service in Northern Ireland:

MBE: Maj. J. G. Rose  
Mentioned in Despatches: WO2 D. A. Barton, Sgt B. E. Jarvis, Capt. W. J. Taylor and A/CLR Sgt B. K. White.

### ROYAL NAVAL ASSOCIATION

The deaths are reported of the following shipmates:

W. Gabriel, DSM, No. 12 Area, Ex-CPO, Ships included HMS Eagle and Illustrious. Member Old Illustrians Assn. At Bandon, Co. Cork, aged 83.

J. Davies (ex-PO) and A. Long, both Fulham and Chelsea.

B. Wortley and B. Bosbery, both Christchurch.

E. Long, Bridport, Aged 70.

K. Leggart, DSM, Standard bearer Scunthorpe for 14 years.

H. Trim, Taunton. Member Old Illustrians Assn. Aged 71.

W. A. Davies, former secretary Llandudno, Ex-POBA.

K. Stephens, chairman and social secretary, Newton Abbot.

## Officer Promotions

PROVISIONAL half-yearly selections for promotion from June 30, 1993, are as follows.

The early promotions to Lieutenant-Commander are effective on the dates shown.

SEAMAN: To captain — W. K. Benbow, J. H. Morgan, N. R. Owen, J. B. Harvey, P. W. H. Swan, D. A. Phillips, D. A. Lewis, C. R. Style.

To commander — M. J. Dale, W. G. Andrew, A. K. Grant, R. W. Bell-Davies, M. D. Mason, W. J. Chambers, S. W. Upright, M. C. P. Snow, P. W. Holthead, K. D. J. Slowe, T. P. D. Hennessey, M. D. Tarr, S. T. Williams, K. Harvey, C. A. Snow, I. W. Greenlees, B. N. B. Williams, S. M. Gillespie, S. J. F. Bateman.

To lieutenant-commander — promoted 12 months early: S. J. N. Kings (effective 1.1.93), J. A. Morse (1.1.93), T. P. Fraser (1.4.93). Promoted six months early — J. N. G. King (1.7.93), C. I. Moore (1.10.93), S. B. Howell (1.11.93).

ENGINEERING: To captain: S. A. Locke, J. V. Wright, P. R. Davies, T. W. Hare, R. F. Cheadle.

To commander — G. Parsons, N. R. Febrarior, R. J. Lineker, R. D. Bateman, T. J. Roberts, T. J. Guy, A. L. McFarlane, J. D. Stratton, P. R. Bishop, G. N. Wright, P. T. Norton, R. W. Mason, P. W. S. Cox, T. M. Dannatt, D. C. Langbridge, C. J. Hockley.

## Points

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at January 1, 1993.

Intermediates (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during December.

CCMEAML — Int (22.10.91), 2; CCMEAL — Dry, 3; CCMEALSM — Dry, 1; CCMEALSM — Int (27.3.92), Nil; CCWEAADCO — Int (28.7.92), Nil; CCWEAADCO — Int (3.4.92), Nil; CCWEAADCSM — Dry, 3; CCWEAADCSM — Int (13.11.92), Nil; CCWEAADCSM — Int (1.1.92), Nil; CCWEAADCSM — Int (1.1.91), Nil; CCWEAADCSM — Int (1.1.90), Nil.

PO(EW)/RS(W) — Int (7.6.91), Nil; LS(EW)/LRO(W) — Int (9.6.92), Nil; PO(M) — Int (6.12.91), 4; LS(M) — Int (6.12.91), Nil; PO(R) — Int (13.10.92), 4; LS(S) — Int (15.3.91), Nil; PO(D) — Int (15.3.91), Nil; PO(MW) — Int (12.5.92), 1; LS(MW) — Int (7.6.91), 2; PO(SR) — Int (13.9.91), Nil; LRO(G) — Int (24.9.91), Nil; POPT — Int (24.9.91), Nil; RPO — Int (13.9.91), Nil.

POMEM(L)(GS) — Int (30.8.91), 4; LMEM(L)(GS) — Int (27.3.92), Nil; POMEM(M)(GS) — Int (27.3.92), Nil; LMEM(M)(GS) — Int (27.3.92), Nil; LMEM(M)(GS) — Int (19.6.91), 3; POMEM(R)(GS) — Int (3.9.91), 6; LMEM(R)(GS) — Int (17.9.92), 3; POCA — Int (5.7.90), Nil; POCK(GS) — Int (3.7.90), Nil; LCK(GS) — Int (10.12.90), Nil; POSTD(GS) — Int (16.10.90), 5; POSA(GS) — Int (5.7.90), 3; LSA(GS) — Int (18.10.90), 2; POWTR(GS) — Int (22.10.90), 5; LWTR(GS) — Int (9.3.92), 8; POMA — Int (11.9.90), 2; LMA — Dry, Nil.

PO(S)(SM) — Int (19.8.91), Nil; LS(S)(SM) — Int (1.1.91), Nil; PO(TS)(SM) — Int (28.2.91), 1; LS(TS)(SM) — Int (6.6.91), Nil; RS(SM) — Int (23.10.91), Nil; LRO(SM) — Int (5.6.90), 3; POMEM(L)(SM) — Int (4.7.91), Nil; LMEM(L)(SM) — Int (6.9.90), 2; POMEM(M)(SM) — Int (7.3.91), Nil.

WREN(R)1 Wright, HMS Dryad, ext. 4294, drafted HMS Heron in March. Will consider any Scottish draft.

LS(R) Roberts, SSG, RN air station Culrose ext. 2235. Will swap for any Plymouth shore base.

RO1(T) Barfield, COMMCCN Whitehall, A watch, ext. 3862, drafted HMS Cottismore in May. Will swap for any Devonport frigate.

ALS(M) Pollard, HMS Kent, Whale Island. Will swap for any Plymouth shore base.

WRENWTR Fraser, SOSM(R) Rosyth ext. 63555. Will swap for any Portsmouth shore base.

LS(D) Turner, Faslane Diving Team. Will swap for Diving School or Portsmouth Team.

SA Bradshaw, HMS Iron Duke. Will swap for any Portsmouth-based ship, deploying or not.

LSA Cooke, HMS Iron Duke. Will swap for any southern-based ship deploying.

POAEA(WL) Hateley, 899 Sqn. RN air station Yeovilton, drafted 815 Sqn., Portland. Will swap for any Yeovilton draft.

LSA Lewry, HMS Illustrious, ext. 53600. Will swap for any Portsmouth-based ship.

## Swop Drafts

LAEM(WL) Wilby, HMS Daedalus, ext. 4244, drafted RN air station Culdrose. Will swap for any Portland/Yeovilton draft.

LSA Pye, RAF St Athan ext. 3223, drafted HMS Manchester in April. Will swap for any ship deploying.

CK Jackson, Wardroom Galley, HMS Osprey, ext. 3441, drafted HMS Illustrious in May. Will swap for any Portsmouth-based ship deploying.

LAEM(M) Whitehurst, HMS Gannet, ext. 301, drafted 819 Sqn. Will swap for any RN air station Culdrose-based frontline sqn. (not 826).

LS(R) Naylor, HMS Sultan, ext. 2346, drafted HMS Montrose in June. Will swap for ADAWS-fitted ship in Portsmouth, preferably not deploying.

WSA Studd, North Corner Group, ext. 25009. Will swap for HMS Defiance or any other Plymouth-area shore base.

WTR Strickland, HMS Centurion, ext. 2460. Will swap for any Portsmouth-based ship.

LWWTR Dick, Tech. Office, HMS Manchester, Plymouth ext. 53040/53030. Will consider any Plymouth/Portsmouth-based ship.

## Pen Friends

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals", Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected but only if they have been stamped.

Michelle (17), Plymouth, Beverley (32), London, Naomi (17), Lancing, Sussex, Heather (41), Warley, W. Midlands, Melanie (23), Plymouth, Lisa (25), Newcastle-on-Tyne, Nicky (29), Trowbridge, Wilts, Catherine (21), Jarrow, Tyne & Wear, Elizabeth (32), Rotherham, Yorks, Liz (23), Fareham, Hants.

Sarah (22), Plymouth, Louise (17), Bradford, Yorks, Nicola (19), Leicester, Emma (17), Leyton, London, Sarah (22), Aberystwyth, Gwent, Angie (24), Ivybridge, Devon, Kathy (44), Leeds, Yorks, Polly (41), Portsmouth, Zoe (20), Oldbury, W. Midlands, Julie (35), Plymouth, Claire (19), Basingstoke, Hants.

Sharon (28), Keighley, Yorks, Kath (27), Swansea, Glam, Jane (24), Middlesbrough, Cleveland, Michele (25), Plymouth, Lisa (23), Cardiff, Debbie (28), Manchester, Paula (19), Gosport, Hants, Agnes (45), London, Nicola (17), Bury, Lancs.

Helen (23), Duxford, Cheshire, Sam (29), Grimsby, Humberside, Claire (19), Gillingham, Kent, Helen (19), Rainham, Kent, Jan (33), Waterlooville, Hants, Sue (33), Liverpool, Julie (27), Norwich, Norfolk, Michele (26), Bracknell, Berks, Sharon (30), Tooting, London, Sue (29), Exeter, Devon.

Jacqui (25), Lee, London, Michele (24), Croydon, Surrey, Gemma (20), Mansfield, Notts, Catherine (16), March, Cambs, Julie (28), Adlington, Lancs, Deborah (34), Bluntham, Cambs, Margaret (20), Clapham, London, Nicola (17), Bury, Lancs.

Jill (29), Ashford, Kent, Claire (20), Plymouth, Michele (22), Cardiff, Jackie (26), Birmingham, Andrea (25), Crowborough, Sussex, Joan (47), Melksham, Wilts, Vanessa (24), Accrington, Lancs, Yvonne (38), Plymouth, Lynn (27), Dalkeith, Midlothian, Lynne (28), Chaddesden, Derby.

Kate (21), Portsmouth, Helen (40), Trowbridge, Wilts, Heather (17), Sheffield, Yorks, Sharon (18), Hampton, Middx, Joanna (17), Wickford, Essex, Debbie (30), Leicester, Jane (18), Leeds, Yorks, Hayley (21), Sunbury-on-Thames, Middx, Samantha (21), Feltham, Middx, Elisabeth (16), Viroflay, France.

Helen (29), Leicester, Elizabeth (38), Glasgow, Janet (53), Hunstanton, Norfolk, Karon (27), Pitsea, Essex, Ruth (38), Torpoint, Cornwall, Fay (23), Basildon, Essex, Sandee (22), Streatham, London, Catriona (27), Plymouth, Julie (21), Watford, Herts, Janette (33), Durham.

Ann (43), Stonehouse, Glos, Carol (17), London, Andrea (19), Lincoln, Debbie (21), Plymouth, Wendy (22), Leighton Buzzard, Beds, Jackie (25), Basingstoke, Hants, Elaine (21), Romford, Essex, Barbara (20), Wigan, Helen (22), Birmingham, Cheryl (32), Hull, Humberside.

Elizabeth (15), Ascot, Berks, Debbie (29), Barnet, Herts, Karen (29), St Helens, Herts, Cheryl (22), Swansea, Tracie (28), Gosport, Hants, Tina (25), Hampton Middx, Melanie (19), Andover, Hants, Jenni (15), London, Tracy (19), Leeds, Yorks, Kerry (28), Gosport, Hants, Mary (28), Liverpool, Vanessa (16), Wolverhampton.

ROYAL MARINES: To Colonel — C. G. H. Dunlop.

To lieutenant-colonel — I. R. Gardiner, A. R. Pillar, R. A. Fry.

To major — J. P. Crosby, J. B. McCubbing, S. G. L. P. Buzza, W. A. Canning, W. R. MacLennan, G. S. Robison.

DENTAL: To surgeon captain (D) — J. V. Holland.

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DENTAL: To surgeon captain (D) — J. V. Holland.

ROYAL MARINES: To Colonel — C. G. H. Dun





# Accommodation



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**H**aving faced the challenges of Service strength reductions, the continuing recession, and changes in shopping habits, I am delighted to report that NAAFI has enjoyed a successful trading year in FY 1991-92, and has planted firm foundations for the future growth of the Corporation.

I wish to place on record my gratitude to the staff of NAAFI for their commitment and understanding which enabled the Corporation to recover from the effects of the Gulf War.

Nevertheless, NAAFI cannot be complacent about future trading; the effects of troop drawdowns in Germany, our primary marketplace, are beginning to be felt.

In anticipating future turbulence and difficult trading conditions, NAAFI has turned its attention to the UK where the challenge is to turn round the long-standing losses arising from our dispersed and fragmented operation, while maintaining a full service in Germany and overseas.

In families' shops, a revised trading format based on our convenience store experience, will tailor establishments to the specific needs of customers. An active promotional campaign, combined with a product range review, is underway to increase club use. By matching facilities more closely with customer requirements, and by using a more imaginative approach for entertainments, NAAFI intends to make clubs the social hub of every unit.

The success of Financial Services is evidence of our ability to identify and master new areas of trade. Thought is also being given to finding an acceptable way of expanding our traditional trading activities.

These steps clearly illustrate that NAAFI is determined to adapt to the future needs of the Services and adopt a more entrepreneurial attitude. I am delighted with the strong support given to us by members of the Council and all our Service customers. As a result, a good future is in sight, both for NAAFI and its professional workforce, and members of the Armed Forces will benefit from an expanding and improving service.

*James Rucker*

James Rucker  
Managing Director  
NAAFI

**Naafi**





# She's Juno when she walks on camera

STILL cutting a dash after 25 years' service, HMS Juno enters Portsmouth for the last time flying her paying off pennant.

The Leander Class frigate knows how to play to the crowds — in the 1970s she shared the role of "HMS Hero" with her sister HMS Phoebe in the popular BBC drama series "Warship".

## Confused

The ships were said to have confused Soviet observers by wearing their real-life pennant numbers on one side and HMS Hero's on the other.

Juno took part in the Rhodesia blockade in 1971 and during the Cod War was rammed by an Icelandic coast-guard vessel. Latterly she has been employed as marine engineering and navigation training ship.

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—

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Full details of the Services Home Savings Scheme are contained in

a leaflet published by the MOD. You can obtain a copy and a leaflet on the Skipton SHSS plus an Application Form (MOD Form 1024) from your local administration office.

If you are eligible to join, complete the Form and return it to the administration office. They'll take care of everything from there onwards.

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# New scope for public viewing

GREENWICH'S Old Royal Observatory re-opens on March 24 to celebrate the 300th anniversary of the birth of John Harrison, unsung genius of chronometer design.

His revolutionary timepieces, now kept in full working order at the Observatory founded by Charles II in 1675, were the first to keep accurate time at sea (a task Sir Isaac Newton declared impossible), thereby solving the problem of determining longitude.

telescope — still the largest in the UK.

## Tree tie with Dover

The building in Royal Greenwich Park was first opened to the public in the 1950s, and contains one of the world's finest collections of precision clocks and scientific instruments.

Now it has been refurbished with galleries exploring Time and Space and Astronomy with special attractions including a sound and light show in the dome housing the 28 inch

DOVER'S Norwegian Christmas tree, presented each year since 1990 by a veteran of the Norwegian Minelaying Flotilla which served there from 1941-44, was this year welcomed by the former naval attaché in Oslo who helped establish the custom.

Cdr. Hilary Foxworthy travelled to Dover to meet Finn-Christian Stumoen, the war veteran who offered the annual gift from his farm after he helped him arrange a reunion in 1988.

# Worthy of stripes

HMS Exeter's Leading Cooks are always three badge men — so L/CK Vivian's relative inexperience tends to get noticed. Still, L/CKs Morgan, Theobald, Turner and Rands' combined 66 years ought to see him through.



FOR THE PURPOSES OF THIS ACCOUNT "BANK BASE RATE" IS THE AVERAGE OF THE RATES QUOTED BY THE FOUR MAJOR CLEARING BANKS, NAMELY BARCLAYS, NATIONAL WESTMINSTER, LLOYDS AND MIDLAND. INTEREST WILL BE PAYABLE NET OF THE BASIC RATE OF INCOME TAX, WHICH MAY BE RECLAIMED BY NON-TAXPAYERS OR, SUBJECT TO THE REQUIRED CERTIFICATION, (i.e. FORM R85) GROSS. THE NET RATE QUOTED IS BASED ON THE CURRENT BASIC RATE OF INCOME TAX OF 25%. TAX MAY BE RECLAIMED FROM THE INLAND REVENUE WHERE THE AMOUNT DEDUCTED EXCEEDS AN INDIVIDUAL'S LIABILITY TO TAX (IF ANY). FULL DETAILS OF THE SCHEME'S TERMS AND CONDITIONS ARE IN THE SKIPTON SHSS AND MOD SHSS LEAFLETS AND THE SCHEME IS SUBJECT TO THE SOCIETY'S INVESTMENT ACCOUNTS TERMS AND CONDITIONS AND THE RULES OF THE SOCIETY. COPIES OF WHICH ARE AVAILABLE ON REQUEST. RATES CORRECT AT TIME OF GOING TO PRESS.





A VISIT with a difference was in store for the destroyer HMS Gloucester as she arrived at the port of Durres in Albania — the first Royal Navy ship to visit that country since 1938.\*

Diplomatic relations between the United Kingdom and Albania were restored only this year, after 45 years of isolation, following the loss of two British destroyers with many casualties when they hit Albanian mines laid in the Corfu Channel, and Gloucester was accompanying the British Ambassador to Italy on his first visit.

As a run-ashore, Durres appeared, at first, to be somewhat daunting, with the ship's company advised to avoid eating meats, fish, milk products, poultry and vegetables, not to drink local water and not to drink from local glasses!

Perhaps not unsurprisingly, shore leave expired at 1800!

Nevertheless, bus tours to Kruja and the capital city of Tirana, 40 kilometres away, proved interesting with the country's main highway, barely more than a track in some places, passing through countryside which appeared to be in a time-war, with horse-drawn vehicles, and hundreds of concrete defensive pill-boxes throughout the fields and pastures.

### Street-trade

There were few shops in Durres, most trade being conducted by street traders, so souvenirs were hard to come by. So was Albanian currency (100 quintars = 1 lek) so the ship's company had US dollars as an acceptable currency. One sailor, intent on buying a postcard was informed by the seller, in what was probably his only English, that the cost was one dollar. He was somewhat taken aback when, after handing over his dollar bill, he was given the postcard-seller's entire stock in return.

Perhaps, on reflection, this is not so surprising — the average wage in Albania is 10 leks per day, the equivalent of about 5p.

Although the ship was not open to the public, many official visitors toured Gloucester, including the Prime Minister, Mr. Meksi, and Defence Minister, Safet Zhulali, and groups from the Albanian armed forces, while tours of the local Pelicano naval base were arranged for Gloucester personnel.

### Sanctions

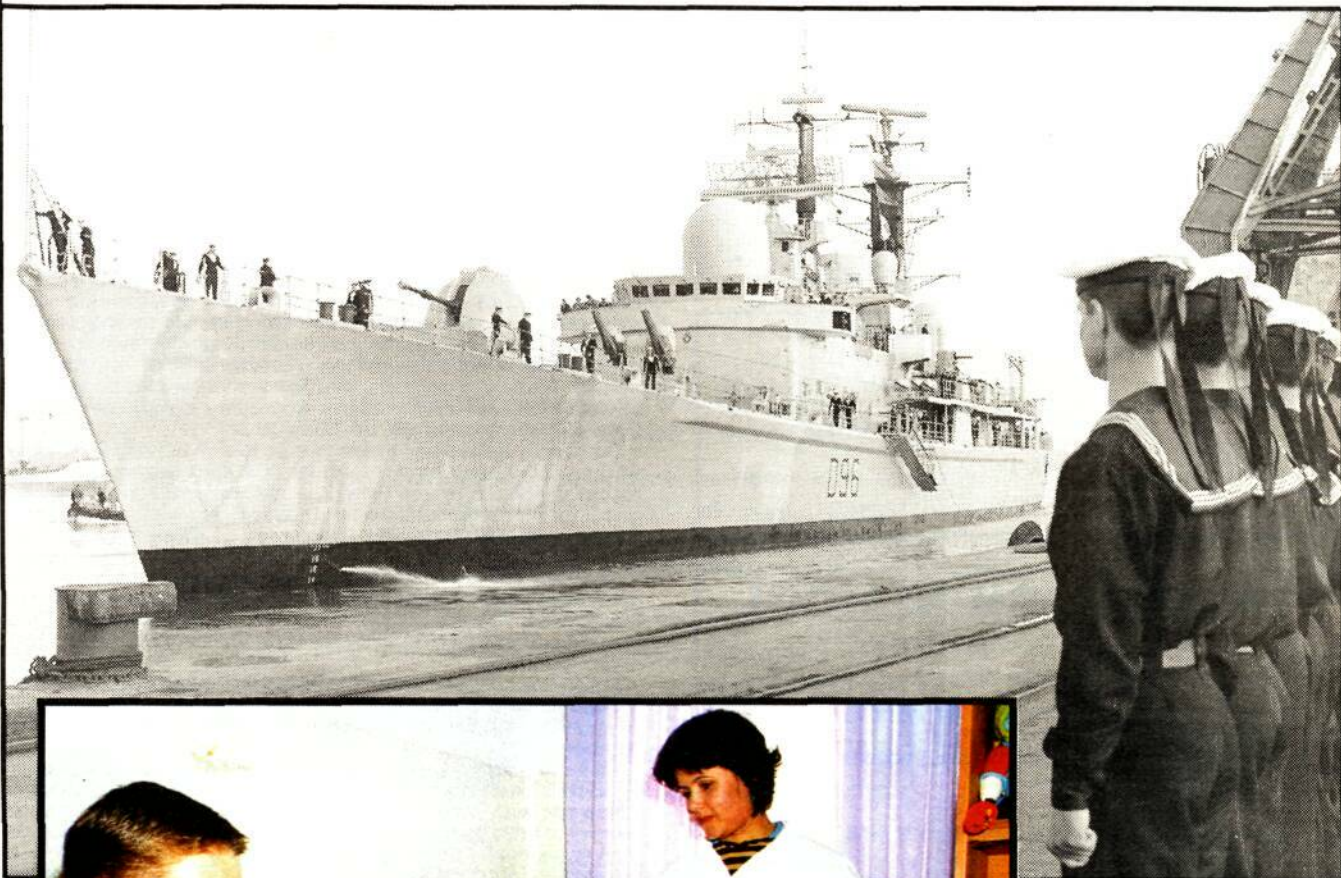
On patrol in the Adriatic, Gloucester has been the Royal Navy's contribution to the multi-national force monitoring merchant shipping for compliance with the United Nations' sanctions against former Yugoslavia. Operating initially with the Western European Union Maritime Force and then with the recently-formed Standing Naval Force Mediterranean.

Early in the patrol the work consisted of calling up the ships and ascertaining their cargoes, itinerary and ownership, and collating a comprehensive plot of shipping movement, but in the later stages shipping was stopped for search with HMS Gloucester being the first warship to arrest a merchant vessel breaking United Nations trade sanctions.

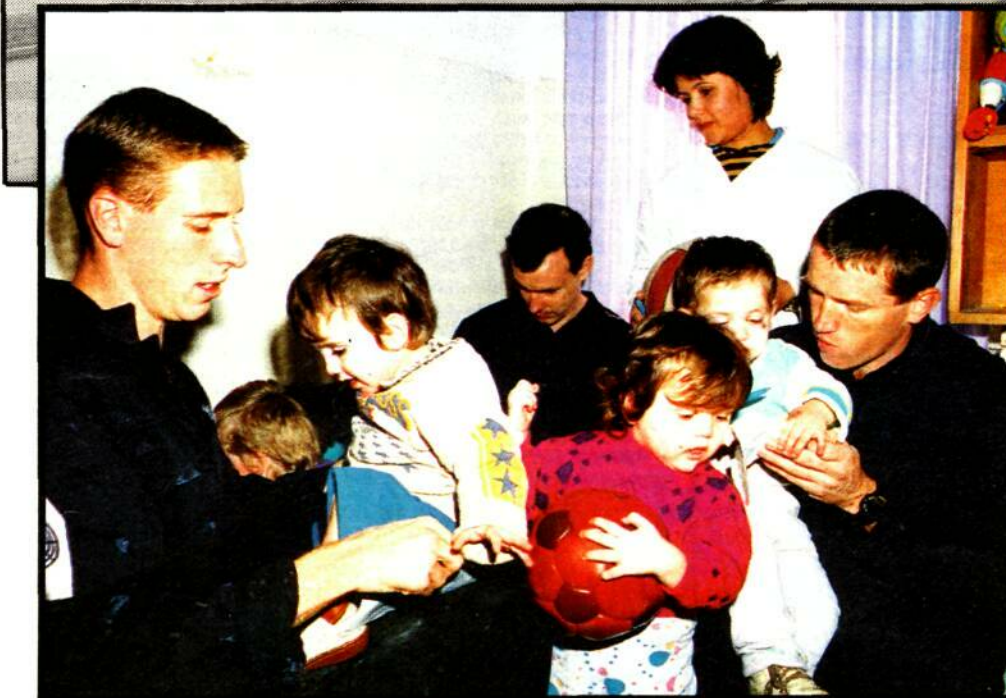
Each patrol lasted from nine to 14 days, followed by a short stand off for visits to various Italian ports, including Brindisi, Venice, Naples and Taranto.

Additionally, escort was provided for the various RFAs transiting the Adriatic en route

# Gloucester in the Adriatic



ABOVE — After a period of 54 years since the Royal Navy last called, HMS Gloucester comes alongside at the port of Durres in Albania, to be met by a Guard from the Albanian Navy.\*



"HANDS to bathe". Ships company were quick to take advantage when the chance for a cooling swim occurred during the Adriatic patrols.

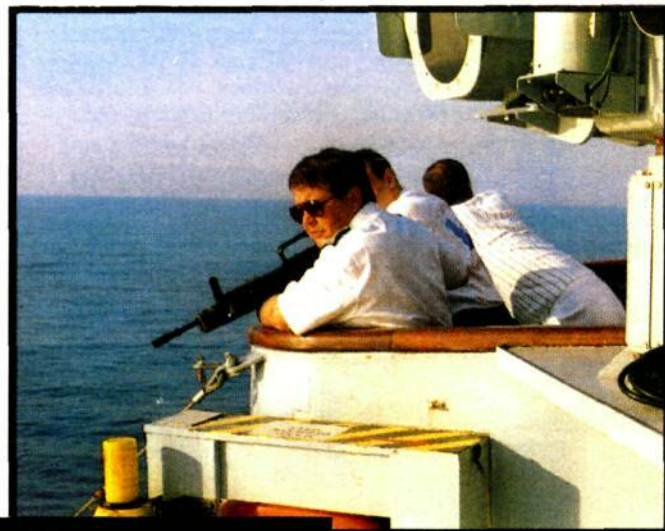
Pictures — below, PO(M) Kid Currie, gun at the ready keeps an alert eye out for any shark with a taste for sailors. (Left), SA Frank O'Rourke scrambles back on board.

to the port of Split, delivering logistic support for the British forces operating in Bosnia Herzegovina.

HMS Gloucester returned to her home port of Portsmouth to arrive just before Christmas after her varied four-months deployment, her task in the Adriatic having been taken on by HMS York.

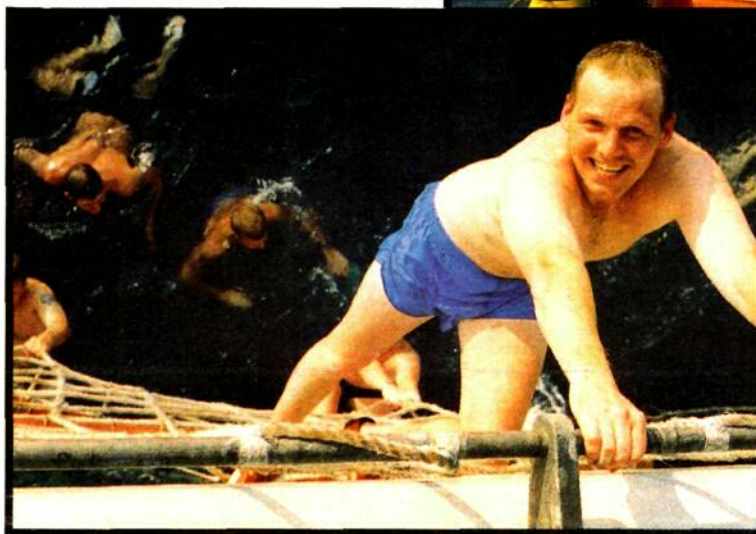
ABOVE, during their stay in Albania a 40-strong task force from Gloucester set about cleaning, repairing and painting a much-neglected local orphanage. Taking a break to meet up with the kids are, left to right, LS(R) Stu Sadler, LS Paul Shutt and CPO George Thomson.

Whilst the clean-up was taking place, the ship's doctor, Surg.-Lieut.-Cdr. Rob Chakraverty, gave the small babies among the orphanage's 46 children, most of them abandoned by their parents at birth, and was also able to supply dressings and antiseptics, all of which are in short supply in Albania.



IN the gunnery competition between maritime forces in the area, Gloucester was the easy outright winner of the Otranto Cup, presented (above) to Commanding Officer Cdr. Duncan Ferguson by Rear-Admiral Enrico Martinotti, Italian Navy.

Gloucester's gunnery team, left to right, looking on, are LS(M) Ginge Higgins, Lieut. Gerry Northwood (PWO(A)), CPOWEA Perry Mason (4.5 Maintainer), WEM(O) Maddy Maddison (Gun Buster) and LS(M) Matt Fisher (Gun Controller).



## \* STOP PRESS

Mr. L. Kelly, from Kirkcaldy in Fife, informs us that he was serving in HMLST 77 in 1945 when they called into the port of Durazzo (now called Durres) in Albania.

However, as he writes — "No welcome for us, armed partisans patrolled the landing area to keep us from going ashore."

Perhaps Gloucester can therefore claim to be the first RN ship to be made welcome in Albania since 1938!





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- ★ Our wealth of extra-curricular activities in sport, music, drama, art, computing, scouting and hobbies
- ★ Our support Learning Unit which has a distinguished record of success in assisting dyslexic boys and girls and those for whom English is their second language
- ★ The partnership and links between the Senior and Junior Schools (ensuring academic continuity and facilitating regular contact between brothers and sisters attending both schools)
- ★ Our Service Families children who receive generous fees discounts
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Headmaster: Roger C Clark BA, MA (ED)

THE MANOR Telephone (0323) 890309 Fax: (0323) 891599

Headmaster: Brian F Underwood MA, Dip.Ed (Oxon)

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## MAKING THE RIGHT CHOICE

SERVICE parents often ask how they might choose the right boarding school for their child. What are some of the guidelines?

First try to ask yourself objectively what your son or daughter is really like? What are his or her interests and enthusiasms?

Some children may be happiest in a school where the majority are children of high academic ability. Such children need the stimulation of many other able children creating an atmosphere of healthy competition and challenge.

Some able children, however, may not flourish in such surroundings. They may be best in a smaller school with a spread of abilities. They may feel more comfortable without undue competition.

A child with learning difficulties may need a small school where specialist staff may be able to give care and attention to individual needs.

There are some highly intelligent children who have learning difficulties. They may need a school which possesses a staff, sympathetic to their needs within an otherwise normal school.

Parents often ask how to assess the academic standard of a school. Some schools willingly provide lists of examination results. These can be confusing. Some schools may be entering all candidates for examinations. Some may discourage entries from children who might be likely to fail.

Perhaps a better way to judge a school is to ask for a list of where all the sixth form, or senior form leavers, have gone in recent years. At 18 you would be able to see how many had gone to more demanding universities. How many had red Science, Mathematics and Languages, if these are amongst your children's interests.

The fact that several children had to repeat exams or had gone direct into employment should not be seen as a criticism. It is normal. Parents will want, however, to know children have gone from that school to a course for which they hope their child might be fitted.

Look carefully at where the school is placed. It would be unwise to send a child who liked the countryside into an inner city school. At the same time it would be unwise to do the opposite.

There are schools with high academic standards which offer opportunities for their pupils to ride horses. There are schools which are well known for their prowess in particular sports. It doesn't matter to most children that a school has not got an indoor swimming pool. If, however, your son or daughter is a candidate for a national swimming team then it becomes essential.

In looking for a boarding school it is vital to visit and to try and meet some of the staff who have responsibility for children out of school hours. You will need to be reassured the supervision meets the standards you would expect for your own children. If a school has no lessons on a Saturday you will need to be reassured about the activities that are offered.

Although Service parents have the advantage of a boarding school allowance finding fees is never easy. Some schools offer a number of Service bursaries. Never be afraid to ask.

If you need any further help or information telephone — Alan Quilter MA, Regional Director, The Independent Schools Information Service, South and West on 0749 86535.

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For further information, please contact The Admissions Secretary, Foundation Office, Royal Alexandra and Albert School, Gatton Park, Reigate, Surrey RH2 0TW.

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### WHICH SCHOOL?

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Please send two 1st class stamps to ISIS, "Skippers", Shipton Lane  
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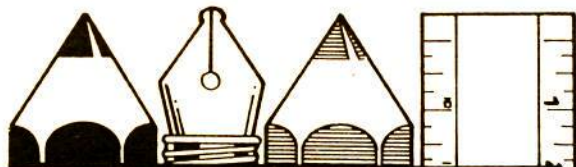


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Full details are available from him at Swindon College, Faculty of Technology, Ferndale Road Annex, Swindon, Wilts, SN2 1HL. Tel: Swindon (0793) 498402.

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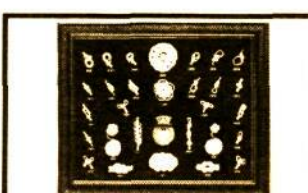
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Under wraps



Repair work to the Clock Tower at Britannia Royal Naval College Dartmouth will be completed in time for Lord High Admiral's Divisions in April.

Lichen and other growth on the walls of the tower is being removed with high pressure water jets while steel braces are fitted inside to strengthen the distinctive Dartmouth landmark, built in 1905.

## Going Dutch

TWO anti-submarine Sea King helicopters of D Flight, 826 Naval Air Squadron, based at RNAS Culdrose, spent two months embarked in the Netherlands fast combat support ship HMNS Poolster during her Mediterranean deployment.

They carried out a varied

programme of flying which included participation in Exercise Display Determination 92 and providing flights for Crown Prince Philippe of Belgium.

Later this year, in July, it is planned that 826 Sqn will amalgamate with another Sea King squadron, 819 NAS, at Prestwick in Scotland.

# Cuts and changes for RFA Fleet

Hometown stories

THE ROYAL Fleet Auxiliary is about to take its share of the cutbacks in defence expenditure with a reduction in manpower from the present 2,450 sea-going personnel to 2,050, to take place over the next 18 months.

It is anticipated that most of this reduction will be achieved by natural wastage and early retirement, although there may be a need for up to 140 redundancies. All RFA personnel have been informed of the situation.

Three fleet tankers are to be taken out of service, Blue Rover and Grey Rover in the spring of this year and Black Rover in early 1994.

(Sister-ship RFA Gold Rover is currently on station in the South Atlantic).

Coming in to service shortly will be the two new fleet replenishment ships Fort George and Fort Victoria.

From April 1st this year the RFA Flotilla will become part of Fleet Command, with a new post for the senior RFA officer as RFA Type Commander. Taking up this post, under the command of C-in-C Fleet, will be Commodore Dick Thorn. His headquarters will be set up at Portsmouth to effect the necessary close liaison between the RFA Fleet and Flag Officer Surface Flotilla.

## Success for Naafi

THE return of troops from service in the Gulf resulted in a successful trading year for Naafi and prompted turnover to rise £21 million to £452 million.

In Germany alone, turnover rose to a record £221 million. In the UK the figure rose to £192 million, while Naafi Financial Services rose 24 per cent to £25 million.

This success has, however, been tempered by realisation that Naafi must change its structure and operations to deal with the fall in customer numbers resulting from Options for Change.

In its annual report and accounts, published in December, the corporation's chairman (Sir Malcolm Field) said, "In anticipating the turbulent trading conditions predicted by forthcoming Service cuts, Naafi has turned its attention to the challenges of reducing the loss-making operations in UK."

To tackle the hurdles that lie ahead, the organisation is undergoing a programme of change and restructure. Major plans include: a revised trading format to make shops meet the specific needs of customers; development of new club facilities, such as hot food restau-

rants, and pizza delivery services; and a promotional campaign and product range review aimed at making Naafi clubs social centres of Service bases.

Naafi's trading surplus (profit) rose by £10 million to £16 million during the last financial year. A total of £16.3 million was returned to customers. Of this, £5.1 million went to individuals through discount or dividend, and £3.9 million was paid in rebate. Units benefitted from gaming machine revenue of £6.1 million, and £1.2 million from amusement machines.

In addition, Naafi has paid a further £550,000 in extra rebate to Central Services Funds to support customers' recreational and welfare needs. These figures, plus a £900,000

provision for future rebate, represent a return of about 77 per cent of distributable profits to customers in 1991-92.

Other points mentioned in the report include: an expansion in number of finance centres; the number of Naafi Budget Card and Charge Card holders rising by 5,000 to 114,000; an increase in the number of financial service products available, including redundancy advice, and Service Guard personal effects insurance cover; and £9,000 sponsorship of Service sport.

The Expeditionary Force Institutes (EFI — Naafi's uniformed branch) has been operating with troops in war-torn Yugoslavia, and with the Royal Marines' annual three-month exercise in Norway, where sales rose by 40 per cent.

HMS Beaver paid a six-day visit to her adopted town of Bolton, the Ship's Company Dance at the Ritzy Nightspot being the highspot of the bus trip across from Liverpool.

The ship's company — including its contingent of Wrens — also visited its adopted Green Fold School and hosted a party for the children.

HMS Coventry renewed her ties with her namesake city last month when seven of her ship's company ran the 240 miles from Devonport with apprentices from the Rover factory.

Time off from the Type 22 frigate's recent busy schedule on the Bahamian AUTECH ranges was spent tractor racing — a form of "horse racing" with toy tractors propelled across the flight deck according to the throw of the dice — which raised £800 for the Coventry-based Amanda Bevan Fund for people disabled through sporting injuries.

## RNSLAM

Taking over from HMS Royal Arthur, the new, purpose-built Royal Naval School of Leadership and Management (RNSLAM) opens this month at Whale Island, Portsmouth.

Management training begins on January 4, followed by the first Leadership Course on the 25th, marking the first stage of a comprehensive package of instruction from Able Seaman to Admiral.

## Miscellaneous

By kind permission of Captain R. P. Stevens RN, HMS ARGONAUT'S DECOMMISSIONING DANCE will be held at the PLYMOUTH PAVILIONS 2000-0100, 26 March 93. Tickets: HMS ARGONAUT, BFPO 209 £10, cheques payable to: HMS ARGONAUT, Welfare Fund

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## Seahawk's top again

AN outstanding team effort saw the Royal Navy volleyball team to two 3-0 victories (against Havant and Whitefield), but there was a breakdown in performance in the side's EVA Cup 1st round match at Plymouth, leading to a 3-0 thrashing.

At Christ's Hospital School, Horsham, the RN lost to the newly-formed Crawley Royals, but then seized back the initiative to overpower the young Purbrook side and come away with half the points.

Thirteen teams converged on HMS Nelson for two days of intense competition to settle the Inter-Unit Competition. The final stages were dominated by three Fleet Air Arm teams and HMS Neptune.

Neptune provided excellent value for spectators throughout, with Graham Baines standing out. However, spectator value proved not to be

enough in the semi-final against HMS Daedalus. The other semi-finalists were HMS Gannet and defending champions HMS Seahawk, with the champions gaining the edge.

The final was a lacklustre affair, with clean but unspectacular volleyball. Seahawk turned up the pressure when required to take the title for the fifth time in succession.

A special mention must go to HMS Raleigh who surprised everyone by reaching the final stages of the competition, taking a set off HMS Seahawk in the process.

## RANDALL MAKES HISTORY

HMS DRAKE was the venue for the Royal Navy Intermediate Team and Individual Open Boxing Championships '92, writes *Lieut. Gary (Jock) Bushell*.

Following the success of the Novice Championships, those upgraded to intermediate standard had the chance to proceed a stage further in the first such championships for two years.

The evening had the added sparkle of being a dinner show, with local businesses given the opportunity of joining the Service supporters for a first class evening of boxing.

The event raised over £1,500 for Service charities and was a fine testament to the hard work and organisation of many within Drake, but primarily WOPT Shone and POPT Frame.

Although the Royal Marines won the team competition they did not have things all their own way. If the Plymouth Command super-heavyweight boxer had not withdrawn at the last minute, WOPT Shone's men would have been guaranteed at least a share of the honours.

The bout of the night was the open featherweight final between LPT Dale Randall

(Avenger) and Mne Manley (Comacchio Group). Randall proved to be too strong for his opponent and went on to make history as the first RN boxer to win belts in three different weight divisions.

The evening was concluded with a fine display of boxing skills by Mne McCormac (45 Cdo) against MEM Leiba (Trafalgar). Although Leiba was well beaten, it was no disgrace against the former Welsh and ABA champion.

Full results — Flyweight: AB Heward won walkover. Bantamweight: WEM Eccles walkover. Featherweight: AB Evans walkover. Lightweight: Mne Dowie (RM) bt WEM Blackburn (Portsmouth) RSC. Mne. Lockley (RM) bt MEM Caldiera (Plymouth) pts(m). Welterweight: Mne. Horner (RM) bt Ck Bingham pts(u). Light-middleweight: Mne Leigh (RM) bt Mne Screen (RM) pts(u). Middleweight: LWtr Cummings (NAC) bt AB Mabbitt (Ply) pts(u). Light-heavyweight: MEM Leeman (Ports) bt Mne Hurlford (RM) pts(m). Heavyweight: AB Kershaw (ply) but Mne Kerry (RM) pts(m). Superheavyweight: Mne Proud(RM) won walkover. RM 22, Plymouth 20, Portsmouth 6, Air 3.

Open championships: Fly: AB Woodcock won walkover. Feather: LPT Randall bt Mne Manley pts(u). Welterweight: Mne French won walkover. Lightmiddle: Mne Thompson won walkover. Super heavy: Mne McCormac bt MEM Leiba pts(u).

THE RN boxing reunion will take place at HMS Nelson on February 18 1993. The evening will coincide with the RN v Army Inter-Service Championships fixture. For further details please contact Lieut. Gary Bushell, Hon. Sec. RNBA, PT Office, HMS Nelson.

## SPONSOR ADDS END OF SEASON CHEER



ALTHOUGH the season's results were disappointing, writes *Lieut.-Cdr. Roger Knight* the Royal Navy golf team achieved a major success when they were offered generous sponsorship by WA Consultants, a Torquay-based firm with a variety of engineering interests.

Pictured from left to right are Lieut.-Cdr. Ian Yuill (CTCRM), the Navy golf team captain, Mr Danny Greenberry, of WA Consultants, Lieut.-Cdr. Knight (Mercury), the Navy Golf Secretary, and Mr Rod Carrery (WA Consultants) examining some of the golf equipment provided by the firm.

The financial support offered by WA Consultants means coaching will now be available for the team. Some of the players have already taken advantage of the scheme.

The 1993 season starts with a fixture against Cornwall in mid March. Any low handicap golfers (Category 1) who would like the opportunity to play for

the Royal Navy during the coming season should contact either their Command golf representative or the RN Golf Secretary, Lieut.-Cdr. Knight (HMS Mercury ext. 370) as soon as possible.

Picture: Courtesy Herald Express Publications Ltd, Torquay.

## Portsmouth takes badminton title

PORTSMOUTH Command came out narrow winners in the Inter-Command Badminton Championships held in HMS Sultan. After two days of intense competition they beat the Fleet Air Arm into second place by just five games.

Despite the absence of some top Navy players, the overall standard of badminton was higher than in recent years and there were no easy games. More matches than ever before had to be decided in a third end.

The outstanding pair of the tournament were Devonport's AB Steve Losh and Const. Mid. Richard Hughes, who won all 12 of their games. In the exciting finale to the competition they made up a nine point deficit to clinch a thrilling victory over Portsmouth's WO Richard Wiseman and

LMEM Graham Caute, who had also won all 11 of their previous games.

Other notable doubles performances came from FAA pairs Cdr. Rhod Palmer/Lieut.-Cdr. Geoff Rowlands and WrenStd Trish Moran/Lieut. David Hill, each winning 10 out of 12. Trish was the tournament's only woman player.

As usual, the singles events were dominated by FAA's CPO Ted Hill, who won all eight of his matches. CPO Mark Balmforth (Scotland) performed well to win seven.

Special awards for endeavour were made to the Royals' pairing of Mne. George Glasscock/Mne. John Byrne and the Portsmouth singles player RS Dave Woodhouse.

Result: Portsmouth 37, FAA 32, Royal Marines 25, Scotland 20 and Devonport 16.

## TROPHY FOR EMERY

A FIRM pitch with a clear sky overhead provided ideal conditions at RN air station Yeovilton for the premier inter-command rugby match between Naval Air and the Royal Marines, writes *Capt. Bob Fletcher RM*.

Both fielded strong sides, which included no fewer than 10 member of the full Royal Navy squad for the inter-services later in the season.

An early dominance was established by the powerful RM pack and good ball from set pieces provided the opportunities for their backs, which resulted in two early tries by left wing George Taylor, at present playing for Devonport Services. A further try by wing forward Ian McGill saw the half time score to 15-0.

The beginning of the second half saw consistent pressure from NAC, who were unable to cross the Royals' line. In the meantime, RM No. 8 Davey Dickson (London Scottish) suffered a groin strain and was replaced by Leo Ryan.

A quick repaste by the Royal Marines' pack led to a try by prop Dick Emery, who before the game had been presented with the "Steve" Perry Trophy by the Commandant General Royal Marines, Lieut.-Gen. Sir Henry Beverley as the player who had contributed most to RM rugby during the season.

During the last quarter of the match the NAC defence finally collapsed and further tries were scored by the Royals' Leo Johnson (wing threequarter), Bobby Armstrong (second row), Paul Livingstone (scrum half) and ex-RN captain Mick Reece (wing forward). The last two tries were converted by full back Jai Patterson.

The final score of 44-0 greatly maligned a NAC team which had provided stiff opposition for most of the game.

Teams — NAC: Mark Gibson, Mark Harold (Yeovilton), Ray Clarke (3 Bde AS), Paul Morgan (Yeovilton), Gareth Price (Portland), Mike Hawden (FONA), Chris Slocombe (Yeovilton), Ewan Cowie (Culdrose), Chris Harris, Nick Bartlett (Yeovilton), Dinga O'Sullivan (Culdrose), Jack Parnell (Daedalus), Scott Buckmaster (Culdrose), Paul Dunn, and Mark Barron (Yeovilton) (capt).

RM: Jai Patterson (M and AW Cadre), George Taylor (539 AS), Carl Howley (Cdo Log Regt), Mark Cud-dihy (40 Cdo), Lee Johnson (Cdo Log Regt), Dominic McDonald (CTCRM), Paul Livingstone (CTCRM), Dick Emery (45 Cdo), Martin Isaacs (CTCRM), Ron Biggs (CTCRM), Bob Armstrong (40 Cdo), Corrin Palmer (Cdo Log Regt), Mick Reece (40 Cdo) (capt), Ian McGill (M and AW Cadre) and Davey Dickson (DCGRM).

Fixtures for 1993 — January: 12 v Plymouth Albion, Rectory Ground 1915; 20 v Oxford University, Oxford 1415; 27 v Combined London Old Boys (RN XV), Burnaby Rd 1415; 27 v Cambridge University, Burnaby Rd 1800. February: 3 v Cornwall, St Austell 1900; 17 v Exeter, Rectory 1915; 24 v Metropolitan Police (RN XV), Imber Court 1430; 24 v Richmond, tba 1900. March: 2 v Bristol, Bristol, 1915; 13 v Army, Twickenham, 1500; 24 v London Irish, Sunbury, 1900; 31 (Wed) Royal Air Force, Twickenham, 1500.

## HOCKEY

INTER-Command and Inter-Service competitions were settled when the Combined Services Hockey Association held its indoor championships at HMS Collingwood. The senior inter-service event was won by the RAF, with the Army second and the Royal Navy third. In the under 21s section the Army won, followed by the Navy and then the RAF. Support Command won the inter-command event.

## Navy goals come thick and fast

THE NAVY team travelled to SE London to meet the Amateur Football Alliance in what turned out to be an entertaining game of football, writes *Lieut.-Cdr Jim Danks*.

Both sides tried to counter the wet and windy conditions with neat passing, but it was the AFA who went ahead. This stung the Navy into action and LPT Grant Williams (Sultan) and POPT Nick Haigh (Raleigh) both went close to scoring.

The Navy equalised on the half hour when LWtr Paul Benson (MCM2) coolly headed home a cross from Haigh. Eight minutes later Bayles restored the AFA lead. Then, just before half time, the Navy were back on equal terms when POPT Eric Barrett (Cochrane) took a free kick on the right hand side

of the field and scored with a good shot, his first goal for the senior side.

The second half saw the Navy exert more pressure with the wind behind them. After McNeill saw his shot saved, Haigh scored from a narrow angle to make the score 3-2. AFA looked dangerous in attack and several times threatened the defence, but despite good efforts from both sets of forwards, there were no more goals and the Navy won 3-2.

In the RN v UAU game at Burnaby Road, the pattern of play developed with the Universities Athletic Union adopting an off side strategy which at first proved successful against the eager RN forwards. Despite this, the Navy built up a 3-0 lead by half time, with a goal from Haigh and two from Thwaites.

Both sides made changes in

the interval and the UAU showed much improvement, dominating the first 20 minutes of the second half and scoring once. AB Paul Gibbons (Lancaster) then scored his first goal for the seniors, a fine header from a corner to make the score 4-1.

The Navy approached their first match in the South West Counties Competition against Gloucester on December 16 with an unbeaten record and keen to avenge their defeat last season. They did so, winning 4-1.

Benson and Thwaites were in Combined Services' starting line up for their match against a Football Association XI. Both performed well. Despite better chances, CS found themselves 1-0 down.

Barrett made his debut for Combined Services in the second half, the first 20 min-

utes of which were dominated by the FA. Ross scored his second for them. Sig. Jim Strouts (Army) had the chance to reduce the lead for the Services, but John McKenna in the FA goal smothered his shot.

Oxford University played some good attacking football to stretch the Navy defence in the first half of their match, but failed to score. In the second half, the RN forwards created several good chances but poor finishing was their downfall and they failed to break the deadlock. Result 0-0.

The goal famine ended when the RN travelled to Motspur Park to meet London University on a pitch made very wet by persistent rain. Brendan Hurley nearly scored in the first attack when POMEA Stuart Adams dropped the ball, but he shot over an empty net.

The RN midfield were gradu-

ally getting a grip and following good work from POCA Des Mercer (Edinburgh) and Riley, Pollard shot well but saw his goalbound effort cleared off the line. Three RN goals then followed just before half time — scorers LPT Fraser Quirke (Nelson) (2) and POPT Glen Young (Centurion).

Coach Tommy Johnson made four changes, and the goal rush continued. Haigh, CPO George Barclay (Gunwharf), Thwaites (2) and Riley took the score up to 8-0.

The Navy's game against the English Fire Service was cancelled due to rain.

January fixtures: 12 v Met Police at Imber Court, 1930 kick off; 20 v Civil Service at Burnaby Rd, ko 1415; and 27 v Devon County FA in SW Counties Cup at Dawlish FC, ko 1930.



## ROYAL PATRON

FOLLOWING an approach to Buckingham Palace by Commodore Richard Bridges, new chairman of the Royal Naval Equestrian Association, currently serving as Commodore Amphibious Warfare, the Princess Royal has agreed to become Patron of the RNEA — Show Jumping and Eventing.

This patronage is particularly welcome for a rapidly emerging sport and crowns a string of successes in 1992. These included winning the NATO Team Cup at the Rhine Army Summer Show at Paderborn, Germany, in the face of particularly stiff Army opposition.

The bulk of these successes have been due to very generous help from DNPTS in acquiring an experienced show jumper, which proved invaluable to the Navy team for much of the season.

A second horse is about to be purchased and it is hoped there will be further successes in '93, when Princess Anne's patronage will greatly enhance the profile of this sport.



## GUESTS OF THE KING'S TROOP

A ROYAL Navy team from the South West (pictured left) was among those competing in the 16th Honourable Artillery Company Uniformed Services Jumping Competition, hosted by The King's Troop Royal Horse Artillery at their St John's Wood barracks.

Captained by Lieut.-Cdr. Richard Randall (Manadon), the RN team included PO Doug Stewart (Yeovilton) Wren Donna Jenkin (Manchester), Cpl. Simon Bustany (42 Cdo) and Cpl. Terry Coleman (40 Cdo). They rode the King's Troop's tough horses; Donna being one of eight Servicewomen taking charge of horses more used to towing a gun and limber.

Richard Randall was runner-up in the individual Hunting

Scurry, the Hugh Auger Memorial Plate.

Other competitors at the competition included the French Cavalry, the Belgian Navy, the Royal Air Force and the Royal Wessex Yeomanry, who won the team event. The Metropolitan Police, the First Aid Nursing Yeomanry and the Omani Defence Forces were also represented.

Picture: Courtesy Pleasure Prints, Newbury.



## Sport



## RECORD SECOND WIN BY NELSON



IN A roaring gale HMS Nelson, became the first team ever to win the Navy Rugby Knockout Cup twice in succession. They defeated HMS Neptune their Faslane Naval Base counterparts 19-10 in an evenly matched contest at Burnaby Road, Portsmouth.

In the first half, with the wind at their back, Nelson provided the early pressure and after five minutes fullback Corps took the ball on the burst, thirty yards out, from centre Wilson to score on the right. Dymond made the conversion.

Despite continued pressure from Nelson, a breakaway try started by Harris and Pit and finished by Ewart kept HMS Neptune in the game. Just before half time a line out on the Neptune line was won by Nelson and hooker Clay was driven over for a well deserved forwards try.

With the strong wind in their favour in the second half Neptune's hopes of closing the gap were frustrated by the Nelson forwards who took command of the game. Although stand off

Bethwaite managed a well worked try in the corner for Neptune they were unable to stem Nelson's forward power and a crowning try for Dymond saw Nelson home safely.

HMS NELSON's team comprised: CPO B Benford, POPT C. Clay, LWEM S. Burns, CPO A. Patience, CSGT W. Hall, CPO B Ede, PO S. Smith, LWEM S. Whitter, PO A. Baxter, S/LT Dymond, CPO T. Wilson, CPO J. Pocklington, AB P. Moore, CPO S. Hampton, CPO S. Corps.

HMS NEPTUNE's line up: CPO P. Cummins, LT D. Jarvis, PO D. Hobson, LT P. Hubbard, LPT A. Ralston, MEM G. Mossop, CPO A. Wright, CPO R. Thorpe, POPT S. Harris, PO K. Bethwaite, AB J. Hewitt, PO I. Fletcher, CPO J. Pit, LPT W. May, PO A. Gowrie.

Above: Mudied but unbowed — Sub-Lieut. Nick Dymond (Captain of the Nelson team) collects the cup from Capt. Tony Hallett, chairman of the RNRU.

## Londoners vie in Dubai



HMS London A (in black) v the Dubai Dragons in the final of the Foreshaw Union Cup in Dubai. Picture: POMEA Tug Wilson.

HMS LONDON's A and B rugby teams represented the Royal Navy in the 23rd Dubai International Rugby 7s Tournament, held at the Dubai Exiles RFC ground.

Taking part were teams representing England, Scotland, Canada, Hong Kong, France and the former Soviet Union,

together with First Division teams from the UK, Australia, New Zealand, Sri Lanka and the Gulf states.

The London's two teams competed for the Foreshaw Union Cup (Social League) against representative sides from all parts of the Emirates, in front of a capacity crowd of 10,000. After the first day, the

local Dubai press were tipping the Navy as hot favourites for the final.

The B team, captained by POWEA Cecioni eventually lost 0-15 in the semi-final, while the A team, captained by POMEM Danny Carroll reached the final, there only narrowly being beaten by the Dubai Dragons 12-14.

## CHAMPION SHIP

HMS Andromeda returned from her five month deployment in the North Atlantic and Mediterranean with a gold medal for winning the Standing Naval Force Atlantic Sports Olympiad.

In all, seven ships from different countries held the Olympiad during a routine port visit to Barcelona. Fittingly, the games were staged in the city's Olympic Stadium.

Together with the long jump, high jump, 100m sprint, 400m relay and tug-of-war, events included the Terry Fox Run, in aid of a Canadian charity.





# Last flight for Canberras

AFTER 23 years flying in support of the Royal Navy the last three Canberra TT18 aircraft retired from service last month.

First taken on in 1969 the aircraft were conversions of the B2 bomber variant which entered service with the RAF in 1950.

Used to provide towed array target facilities for warships and Sea Harrier air-to-air banner firings, the Canberras were capable of simulating a wide range of surface and airborne threats.

Operated by civilian contractors, latterly Flight Refuelling Services, the aircraft belonged to the Fleet Requirements and Aircraft Direction Unit based at RN air station Yeovilton.

Their tasks will be taken over by Falcons (converted business jets owned by the contractors) which have been operating with the Navy since 1985.

Picture: PO(Phot) Joe Mercer.



## MOD takes centre line on pay policy

JANUARY 1 1993 sees implementation of another recommendation of the Prospect Study, with all elements of pay and allowances policy being transferred from the three individual Services to MOD Central staff.

Involving representatives from all three Services, this new department will also be responsible for the tri-Service policy elements of Service conditions.

The Navy staff involved will transfer to Central staff and remain in London as part of the newly-established Directorate of Personnel (Royal Navy). The other Services will be represented by similar Directorates on the Central staff.

Their tasks will include tri-Service policy on leave, travel, accommodation standards, customs, and honours and awards, as well as virtually the entire pay and allowances area.

At the same time, the RN Directorate of Personnel will maintain close links at various levels to its "parent" Service. The Director of Naval Service Conditions will retain the single-Service focus

for service conditions matters.

Among other naval staff changes which have taken place recently was the

formation last autumn of the Directorate of Naval Operations, while this month the new Directorate of Naval Management and Communication and Information Systems is established.

● Progress on the Headquarters for new Second Sea Lord/CINCPNAV-HOME organisation — see page 16.

## FORCED JOB LOSSES FOR NEARLY 150

A total of about 1,270 people were selected for redundancy in Phase 2 of the Royal Navy's redundancy programme. Of this figure the vast majority were volunteers, but it was necessary to select a total of about 150 who did not put their names forward.

Everyone involved has been notified and they are due to leave the Service between April and the end

of November this year.

The figures involved were 436 officers (69 of whom were non-volunteers) and 836 ratings (80 non-volunteers).

The final figure compares with a call for a total of about 1,100 in this phase, but with category requirements, rank, and years of service having a bearing in the selection procedure.

## Reports open to families

IN future next of kin of Service personnel killed on duty will be able, subject to essential minimum security requirements, to see reports of military boards of inquiry wherever possible.

The change is in line with the Government's general policy towards greater openness, the Commons was told.

In the past some parents, wives, husbands and children have complained of lack of information.

For the Government it was stated that a board of inquiry report was often technical and complex and likely to include specific description of the conduct of named Service personnel in an incident.

In view of obligations to the deceased and their families, it would not be appropriate to make such documents widely available. But the special position of next of kin was recognised and in future there would be a general presumption that, subject to the essential minimum of security requirements, such reports would be made available to them wherever possible should they request it.

The move also reflected genuine concern to ensure that next of kin were treated in as sympathetic and helpful manner as possible, it was stated.



## BEATING THEM AT THEIR OWN GAME

THE band plays on for five female members of the Royal Marines who have completed their initial military training at the Royal Marine School of Music, Deal.

Claire Frazer, Melanie Bocking, ex-LWREN Vicki Bradford, Louise Curley and Catherine Phillips, pictured with the drummers of the Deal Student Band, were among eight women who passed a tough 15-week course, achieving the same standards as male recruits.

They now begin two demanding years of musical training learning to play two musical instruments and will continue to have periodic military training.

Commanding Officer of the RM School of Music, Lieut.-Col. Ilay Ferrier said, "I have been

impressed with the way these young women have coped with such demanding training. We have made no special allowances for them and they have been treated in exactly the same way as male recruits.

"It is a great credit to their efforts that so many have been successful."

● Rachael Piner, one of the eight women to have completed the course, is keeping up a long-held family tradition.

Dad Alan is a "Bandy" along with her elder brother Adrian while her younger brother Russell is a cadet.

The Piners can also trace their family service in the Marines back to the late 18th century.

Picture: PO(Phot) Paul Cowpe.

## End of an era at Birkenhead

CAMMELL Laird shipyard in Birkenhead, builder of many famous ships for the Royal Navy, is to close in July, leading to possible loss of up to 900 jobs.

The yard has been under threat for two years since its owner VSEL said it could no longer justify retention of two warship yards at Barrow and Birkenhead and had decided either to sell the Cammell Laird yard or close it on completion of the current order book.

But it has not proved possible to find a buyer, and now being considered is the best way in which the site can be developed to attract industrial investment.

The yard's current order book consists of HMS Unicorn, due for completion in July; work on the replenishment ship RFA Fort Victoria, due for completion during the Spring; and work on HMS Osiris, being dismantled for the Canadian Navy.

The yard began building warships in 1828 and at different stages has employed huge numbers of people. Two years ago when VSEL announced that a buyer was being sought it employed 2,000.

### Polaris boats

In its heyday it built a succession of famous RN warships, including the battle-ships Prince of Wales and Rodney, and both the wartime HMS Ark Royal and her immediate namesake successor. Built there too were the Polaris boats HMS Renown and Revenge.

Besides constructing nearly 100 warships and 57 submarines between the wars, it also built the passenger liner Mauretania. The war years also saw the building of many vessels.

## VANGUARD ON COURSE

BRITAIN'S first Trident submarine HMS Vanguard has made a successful start to her contractor's sea trials.

These have included periscope depth trials, shallow dive and first intermediate dive.

The series of trials also involves propulsion, ship control systems, torpedo tube water-shot firings, and strategic weapons systems trials.

Later she was carrying out exercises to obtain clearance for the next trials series, which includes deep diving operations.

(See picture on page 9).

## Carrier contract

CURRENT plans are to place a contract in autumn 1993 for an amphibious helicopter carrier for the Royal Navy, it was stated in answer to a Commons question.

